THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS - OF - THE - DAY

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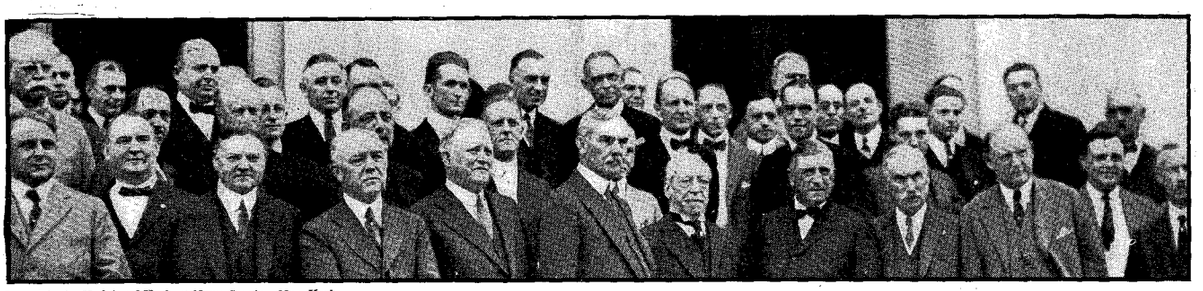

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MEMBERS OF THE NATIONAL CONFERENCE ON UNEMPLOYMENT.

The reader will recognize Secretary Davis, Secretary Hoover, Samuel Gompers and Charles M. Schwab.

NATION-WIDE "FIRST-AID" FOR THE JOBLESS.

THERE IS ENOUGH MENACE in the unemployment situation, as cold weather sets in, whether the jobless army is a few thousand larger or smaller, to call for nation-wide emergency treatment. This, at least, is the conclusion reached by President Harding's National Conference on Unemployment and generally confirmed by the daily newspapers who know the local conditions throughout the country. In its emergency report the conference places the number of our unemployed to-day at "between 3,500,000 and 5,500,000"—the Department of Labor conceding a reduction of 200,000 since its earlier figures were given out. Normal unemployment in this country, one of the witnesses before the conference stated, is "about 1,500,000." In England, as shown on another page, an unemployed army of 1,500,000 is considered alarming. Another expert told the conferees that involuntary idleness in the United States between July, 1920, and August, 1921, had meant a loss in wages amounting to $6,500,000,000. For purposes of comparison it is interesting to note the report in Berlin dispatches that the number of unemployed in Germany is "less than 400,000," and that this number is "decreasing steadily."

The problem of meeting the emergency of unemployment "is primarily a community problem," declares the conference's steering committee; and it therefore calls upon municipal authorities in all parts of the country to organize emergency committees to grapple with it. These committees are urged to see that local public construction work is begun, that factory and store repairs are undertaken now, and that, where necessary, work is distributed on the part-time employment basis, thus taking care of as many jobless as possible. Its further recommendations are thus summarized in a Washington dispatch to the New York *Herald:*

"That the Federal, State and municipal governments proceed at once with the expansion of their school, sewerage and repair work and with public buildings and road construction.

"That manufacturers and wholesalers readjust the prices of their commodities to replacement values in terms of efficient producing and distributing cost plus reasonable profit, and that retailers follow this lead in price reduction so that the confidence of the buying public may be restored.

"That the construction industry be revived to reduce the shortage of homes and to cut down unemployment in the building trades by concerted action in the States against those factors, such as 'undue costs' and 'malignant combinations,' which have been making proper expansion impossible."

In the building industry, "which has been artificially restricted during and since the war" the conference sees "the greatest area for immediate relief of unemployment." On this point its report says:

"We are short more than a million homes; all kinds of building and construction are far behind national necessity. The Senate Committee on Reconstruction and Production, in March of this year, estimated the total construction shortage in the country at between ten and twenty billion dollars. Considering all branches of the constructed industries, more than two million people could be employed if construction were resumed. Undue cost and malignant combinations have made proper expansion impossible and contributed largely to this unemployment situation. In some places these matters have been cleaned up. In other places they have not and are an affront to public decency. In some places these things have not existed. In others costs have been adjusted. Some materials have been reduced in price as much as can be expected. Where conditions have been righted, construction should proceed, but there is still a need of community action in provision of capital on terms that will encourage home building. Where the costs are still above the other economic levels of the community, there should be searching inquiry and action in the situation. We recommend that the Governors summon representative committees, with the cooperation of the Mayors or otherwise, as they may determine (a) to determine facts; (b) to organize community action in securing adjustments in cost, including removal of freight discriminations and clean out campaigns against combinations, restrictions of effort, and unsound practises where they exist to the end that building may be fully resumed."

Included in the steering committee's report is the program of

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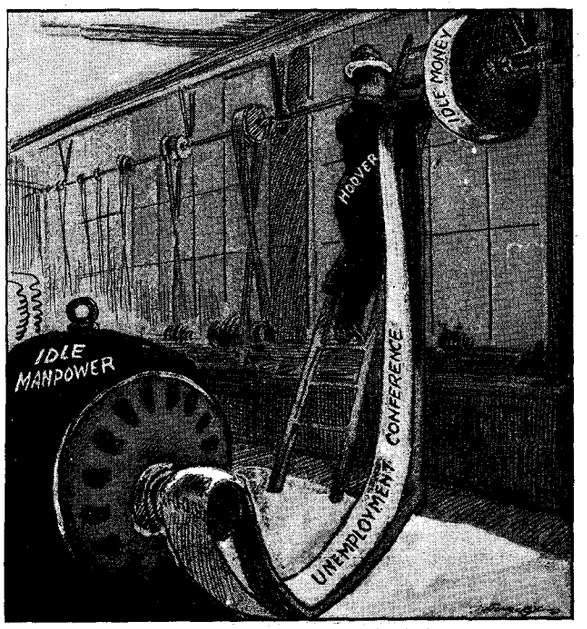

THE CONNECTING BELT.

—Thurlby in the Seattle *Times*.

the manufacturers' committee, which offers the following recommendations:

"Part-time work, through reduced time or rotation of jobs.
"As far as possible, manufacturing for stock.
"Taking advantage of the present opportunity to do as much plant construction, repairs and cleaning up as is possible, with the consequent transfer of many employees to other than their regular work.
"Reduction of the number of hours of labor per day.
"The reduction of the work week to a lower number of days during the present period of industrial depression."

Editorial approval of the Conference's emergency program is intermingled with expressions of disappointment because it doesn't go deeper into the problem. "It was appropriate," remarks the Socialist (New York) *Call*, "that fifty jobless ex-soldiers stood on the sidewalk and sang, while the report was being read, 'Wait Till the Clouds Roll By'." It is "admirable as far as it goes," but "inadequate," thinks the New York *Globe*, which says that "the Administration can not wash its hands of responsibility for the unemployed and piously ask the States and the cities to carry the full load." The Conference has "put the cart before the horse" in treating unemployment as a local matter, in the opinion of the New York *Journal of Commerce*. Its proposals offer nothing for the betterment of underlying conditions, adds this New York paper, which goes on to ask:

"Why regard unemployment as a casual or incidental feature of economic disturbance and as such to be cared or provided for on a sporadic basis? Why not regard its existence as calling for the most thorough probing of our tax, tariff, and railway problems with a view to establishing the cause and applying the remedies for present evils?"

"The President, after gathering up the problem from the localities and taking it on to Washington for examination, is now passing it back to the localities just as it was," remarks the New York *World;* and the Minneapolis *Minnesota Star*, after perusing the report, remarks cynically that "nothing is either settled or unsettled" by it. Theodore H. Price, writing in the New York *News Record*, predicts little result from the emergency program because "the real trouble is the overgrowth of our city population, and unemployment will probably be a recurring phenomenon until people are driven back to the country."

But "no one expected the Unemployment Conference to abolish unemployment with a wave of a Federal wand," avers the New York *Evening Post*, which continues:

"It is ill-natured for critics to jeer because this national gathering comes to the conclusion that the problem is primarily one for the local communities. The important consideration is that it accompanies its statement of this fundamental fact with a thoughtful, promising program of attack, and that it creates a national mechanism for coordinating and guiding local effort. The nation can itself provide large-scale employment only in two ways: by appropriating millions, as in the past, for Federal-

THE UNEMPLOYED: "GIVE ME A CHANCE AT IT."

—Morris for the George Matthew Adams Service.

State road construction, and by expediting public building already covered by appropriations. The Conference is for these steps. But much more is to be expected from the galvanization of private and public effort in our municipalities by a chain of local committees, advised and guided by the national committee, to head which Secretary Hoover has just appointed Mr. Arthur Woods."

"It will not be claimed that this program will work miracles," says the New York *Tribune*, "but it will do some good." "The measures recommended are intended only to suggest ways of meeting a swift emergency, and upon that narrow basis the program should be judged," notes the New York *Globe*. And in the Washington *Post*, which is sometimes spoken of as "semi-official," we read:

"*The Post* has previously stated that the unemployment problem can not be solved by Congressional enactment or by executive order. To that statement it may be added that no formula devised by the conference will automatically cure the situation. Only an internal remedy will prove effective.
"The practical question which presents itself to the country is to find employment for 2,000,000 people who are idle and want to work. There are now, according to the statistics of the Department of Labor, about 12,000,000 persons engaged in what are known as productive industries. Thus the problem narrows down to this: Put another man or woman at work for every six persons now on the payroll.
"It can be done if the influences in the nation are coordinated to that end. When each community strives to excel in reducing its idle contingent, the results will quickly show."

Turning to Mr. Hoover's Washington *Herald*, we find the problem presented from a somewhat different angle:

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"The bald fact is that there are the 4,000,000 idle. That to treat this as some one's fault, or as a problem for charity, or as a local condition to be met by localities as individuals, is unworthy our Amercanism and in direct contravention of our governmental and social system, and of all that is distinctly American. The one fundamental American right is to work, to be self-supporting, to have an economic chance and equal industrial opportunity. Political opportunity and economic opportunity are correlatives. Neither can long exist without the other without leading to social upheaval, or social collapse. Where either is denied property rights are in jeopardy. . . .

"It is suggested that manufacturers, wholesalers and retailers reduce prices. Why should prices have advanced in the last month? Certainly raw materials and labor charges can not be held responsible for this; and probably nothing would bring a greater measure of relief than reduced prices to induce broader buying. Every item in all this shows the national character of the situation and that it can be adequately met only by concerted, national, cooperative action involving every element of our economic life.

"*The Herald* takes issue that Congress should not be appealed to in the emergency. There is much Congress can do and should do, not as a bonus, but as the opposite of a dole. If ever there was a call for real statesmanship in America, it is now to bring a wise, constructive, economic program, not a hodgepodge of favor or privilege, but a policy which will put substance under equal economic opportunity and assure a man's right to be able to support his own family in his own home."

The most conspicuous defect of the emergency report, in the opinion of many editors, is that it ignores the question of wage reduction. "The basic need is that the prices of all essential commodities shall be reduced, and the major factor in prices is wages," says the New York *Times*; and the New York *Herald* declares that "the wage question is the very heart of the unemployment question." If the conference is to get anywhere it must face the truth regarding the need of wage cuts, avers the Newark *News*, which continues:

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A NIAGARA GOING TO WASTE.

—Williams in the New York *American*.

"If Mr. Gompers or anybody else thinks that it is within the power of any thirty-eight conferees at Washington to put all union employees back at regular work at union wages in times like these, he is an optimist indeed. Organized labor clings tenaciously to the idea that in the liquidation period it alone can escape the deflation process. But it clings in vain. On the other hand, it must be admitted that there are plenty of employers eager to make this the occasion for pounding wages down. Between the two there is a golden mean of readjustment, and an unwillingness by either side to seek it obstructs the major object of the conference.

"Perhaps the conference as a whole will go into this question of creating employment by lowered wages, irrespective of the attitude of the committee Mr. Gompers seems to have dominated. It can not do otherwise and be true to its trust."

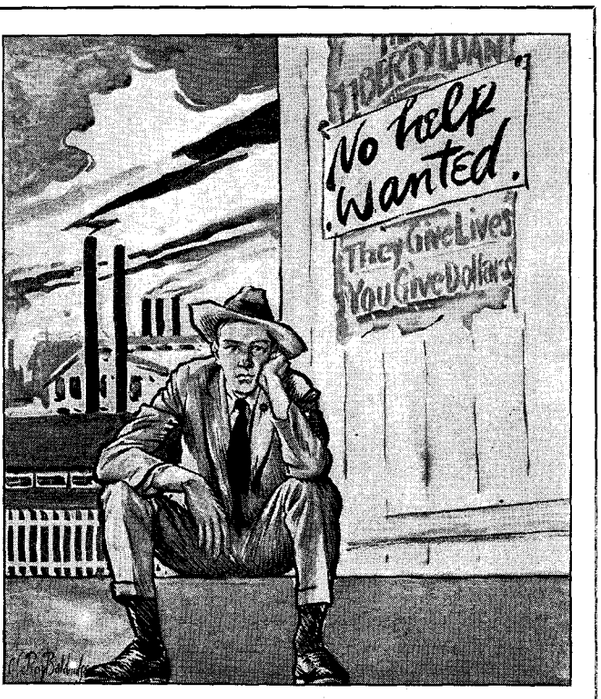
"Capital, as represented by business and industry in the National Unemployment Conference, is making a far better showing than labor in getting at the problem," declares the Philadelphia *Public Ledger*, which points out that while business and industry admit that "it is time to take more losses and get back to normal," labor "lags, waiting for some advantage." It is now labor's turn to offer its contribution to the solution of the problem, thinks this Philadelphia paper, which concludes an editorial headed "What Will Labor Do?" with the following challenging paragraphs:

"Senator Nelson declares that workmen are themselves responsible for much unemployment, because they will not consent to a readjustment in wages. He mentions the rail workers; but he might have included the building trades and a dozen others. There is an impression abroad that thousands out of work might be working if they would accept the class of work offered and the wages that can be paid.

"No matter how hard the nation may try, it can not give back the war-time jobs at the war-time wages. The emergency measures are temporary stimulants; 'shoots in the arm' to rally a weak patient. If the patient goes back to his old ways and excesses, he will again collapse. With the best will in the world, industry can not pay war-time wages or anything like war-time wages. If the unemployed are waiting for this, they are likely to be 'unemployed' for a long time.

"What will labor do about it? Business has recognized an emergency and admits its share of the responsibility."

"Will labor recognize and admit its share of the emergency and the responsibility, consider and accept the necessary reductions and take the road to meet emergency half way? If not, the success of the conference and its plans, temporary and permanent, can be no more than half-success at best."



NO HELP WANTED.

(Cover for *The American Legion Weekly* of October 14)

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NEW YORK'S ANSWER TO THE TRANSIT PUZZLE

THOUSANDS OF DECREPIT "trolley" systems throughout the country, and hundreds of thousands of citizens suffering by the disorganization of city transit, may find help for their troubles in New York's ambitious attempt to devise a permanent traction program. Two points in particular catch the journalistic eyes of the country in the report of the city's transit commission: it recommends municipal ownership and consolidation of all the lines, and it provides that the five-cent fare shall be retained for at least a year, with probabilities that it will be continued or even reduced at the end of that time. Speaking for the District of Columbia, Mr. Hoover's Washington *Herald* argues for a similar solution of traction difficulties in the District, "which also has maintained a five-cent fare, tho it has put several lines in the hands of a receiver." There is no possible solution other than "consolidation at earning values," this editor concludes. "Paper values, book values, stocks on which the railways do not earn a dividend, must be written off." The Springfield *Republican* believes that the commission's report "contains the promise of a really satisfactory program for the first time since travel about the city began to be complicated and congested, which was a good many years ago." The New Haven *Journal-Courier*, taking a similarly favorable view, concludes that "if the plan succeeds, we shall be prepared to see the principle upon which it turns attract the attention of all American municipalities. It must, unless all sight is lost of its character as a community problem." It must be remembered, too, the Newark *Evening News* warns its readers, that New York's drastic program is prepared for roads, a number of which are bankrupt or threatened with bankruptcy. However, concedes this journal, "success with a five-cent fare under the new plan may prove in degree the extent of which stock manipulation is responsible for the roads' financial condition, if due allowance is made for the necessary waste created by revolutions in the system of transportation." Looking at the report from the largest of the neighboring cities, where transit difficulties have become almost as serious as in New York, the Philadelphia *Public Ledger* observes that, bad as Manhattan may be—

"They have five-cent trolley fares on their surprizingly efficient lines. They have always had them—even while the rest of the country has had to dig painfully for more. They propose to keep nickel fares and, with that purpose in view, they have formulated a plan for the merger and future municipal ownership of all street-car systems on their island.

"They believe that they can buy all subway, overhead and surface lines and reorder them in one system for the good of the city, and then retire their purchase bonds with future profits from five-cent fares! They have redefined the issues at stake in a hundred controversies and formulated a simple principle that sooner or later must be universally acceptable.

"They hold, by inference, that in every large city trolley service is a necessity of life and that it should be free forever from the depressing influence of political and financial opportunism.

"The cliff-dwellers are indubitably right in that assumption. So large have American cities grown that you cannot get to work without the trolley. You cannot get home without them. You cannot hold a job or earn a living or do the day's shopping without the incidental help of the street cars.

"Street-car systems ought to be as free from deliberate exploitation by profit-takers as the water supply is. Ordinarily there is no substitute—no alternative."

Much of the trouble with transit systems all over the country, believes this journal, is due to absentee ownership. "A group of financiers sitting in Buffalo and in New York naturally can know little or nothing about the transit requirements of Camden, New Jersey. But, as matters are going nowadays, they may have full power to dictate the rate of fare and the operating policy of the Camden car line." As for the greatest danger of municipal control, political graft, the proponents of the principle believe that—

"The practise of municipal ownership would be fatal to 'the rotten politicians' whose sins are forever being recounted in defense of the private ownership of basic public utilities. Men who support the New York plan insist that the public tolerates rotten politics only so long as it feels no direct injury from the system.

"The public will not realize that it is being hurt every day indirectly. But translate Tammanyism or Vareism in terms of street car fares or service and, the New Yorkers believe, you will have the public on the warpath in no time."

WHAT THE TRANSIT BOARD PROPOSES

(*Essential features of the plan for the reorganization and operation of New York's transit system as summarized by the New York* Evening Mail)

MUNICIPAL OWNERSHIP—Through surrender by the companies of all existing franchises, including "perpetual franchises," in return for securities based on actual value of lines for operating purposes.

FIVE-CENT FARES—Provided for a period of one year from the inauguration of the system, after which a rate fixed automatically to meet actual cost of operation.

UNIFIED SYSTEM—By the consolidation of all necessary lines under the direction of a single ownership and authority.

PUBLIC CONTROL—Through a board of seven members, three to be appointed by the mayor, one each by three operating companies and a chairman to be selected by the other six, or in case of failure to agree, to be named by the Transit Commission or whatever body may succeed it.

PRIVATE OPERATION—Through the organization of three companies designated for the purpose of operating the respective groups under the supervision of a fourth company, whose managing directorate is the board of control.

UNIVERSAL TRANSFERS—To be established at proper points on all the lines of the three operating systems as rapidly as financial conditions will permit.

PROFIT SHARING—After payment of all obligations and maintenance of a "barometer" fund (reserve), a fund to be used for the joint benefit of the operating personnel.

PAYING OFF DEBT—Provision for the amortization within the period of the leases of the valuations fixed by the Transit Commission.

A summary of the chief proposals, given in the central "box" on this page, shows briefly what the commission proposes to do. This drastic-looking program is reenforced by the language which is used in dealing with some of the changes recommended. The commission says, for instance, regarding the present financial conditions of the companies which it is proposed to merge under municipal ownership:

"There is, of course, no doubt that their plight is attributable in no small degree to incidents of their own selfish and often unsavory history. Revenues that in the past should have gone into better facilities, or into the maintenance of reserves that conservative business practise required, have been paid into private pockets through swollen or forced dividends. Beyond question, many millions of dollars realized from nickel fares have thus been diverted from the purposes to which morally they belonged. This was true ten years or more ago in the case of most of the surface lines, almost none of which has paid any dividends since. It has been exemplified strikingly in the recent policy of the Interborough Company."

Here is certainly no attempt to let the transit corporations down easy, argue the defenders of the report. Nor, in proposing to get rid of all false valuations, burdensome inter-leases, and, in general, "to clean out the separate special private interests with their persistent friction and conflicting policies," does the commission anywhere suggest that municipal ownership "shall mean showers of plums for private holders of transit securities." On the contrary, the report says:

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"In readjusting securities on the basis of honest value the commission has in view, and will insist upon, the elimination of 'water' of every description and the frank recognition of a depreciation that investors have long since discounted. In requiring that existing 'preferentials' be given up, as a part return for the stability the plan would give to real investment, the commission again seeks to cut out whatever has become unstable or artificial in transit finance. Preferential allowances held to be fair and necessary when the dual contracts were negotiated ten years ago are not fair under the conditions of to-day. If the subway operators argue that their preferentials should be continued, and that a fare should be fixed sufficient to cover them, they would claim in effect that they alone are entitled to 100 per cent. protection against the losses and shrinkages of the war, while the city, the private investors and every other party to the old agreements have been required to carry very substantial losses, direct and indirect."

"The commission makes the right approach to its task when it acknowledges that ground exists for public anger over the past history of traction in this city," declares the New York *Evening Post*, putting itself on record in favor of the report. Public attention, it goes on, "will no doubt center about the commission's stand on the five-cent fare," and in this particular "the basic consideration is that, when fare readjustments do become necessary, they will leave the public with the sense that it is not being 'gouged' by the 'interests' but that it is being asked to pay a fair return for efficient and honest service." The New York *Times*, *Herald*, *Tribune*, and *World*, without regard to political complexion, have joined in enthusiastic support of the commission's recommendations. A more reserved opinion is exprest by *The Globe*, which concludes that "the promise" of the report is excellent, but the details may require a good deal of tinkering. "Excellent," sums up the verdict of *The Evening World*, *The Evening Mail*, and *The Sun*.

This almost unanimous judgment of approval, both within and outside the city, is tempered in a few instances by regret that the report, by being issued shortly before New York's municipal election—seemingly in order to take the wind out of Mayor Hylan's campaign issues of a five-cent fare and municipal ownership—acquires a taint of political partizanship. The Hearst papers, supporting the Mayor, charge that the admittedly "preliminary plan" is issued merely as a vote-catcher, and that a sufficient number of "jokers" will be incorporated, after election, to permit an eight or ten cent fare, with the city's backing of "the same private interests that now operate and control the lines." It is notable, however, that Mayor Hylan's own plan aims at much the same ends, through the use of much the same means, advocated by the commission. His "recommendation," as quoted by the New York *American*, is that—

"The private operators turn the city-owned subways back to the city for municipal operation at a five-cent fare. These lines carry more than two-thirds of all the passengers in the city. The remainder can be better accommodated by the operation of modern automobile buses. Surface lines that have become obsolete can and should be taken off the streets of our city. The city will not buy them."

SEARCH ME, SONNY.

—Thomas in the Detroit *News*.

CHIEF PROBLEM OF THE CONFERENCE

THE CENTRAL PROBLEM of the Conference soon to be held at Washington is China. "The declared purpose is to bring the Powers into conference to discuss every problem affecting China's relations with foreign nations, with the object of reaching a common understanding deemed essential to the avoidance of friction and the perilous clashing of interests," explains the New York *Journal of Commerce*. And in the opinion of Mark Sullivan, Washington correspondent of the New York *Evening Post*, "of all the discussion at the coming Conference which is comprehended under the phrase 'Far Eastern questions,' 90 per cent. has to do with China." At the present moment, he adds, the vitality of China is especially weakened by factionalism. "China has for years been carrying on a civil war comparable in magnitude and importance to our own," notes the Springfield *Republican*, "tho very different in character. In fact, it resembles our own in that the southern part of China has been trying to secede." Mainly on this account we find that pacifist China stands first among the nations of the world in the number of soldiers actually under arms, being credited with 1,370,000, while France's strength is placed at 1,034,000 men. The government at Peking, we are told, is the one which represented China at the Peace Conference, signed Japan's twenty-one demands and borrowed quite recently $30,000,000 from Japan, making a grand total of $300,000,000. The government of southern China, established at Canton and representing, according to dispatches, more than half of China's total population, resents this propensity to borrow, particularly from Japan, and disapproves of the Peking Government's action regarding Japan's famous "twenty-one demands." It is, furthermore, afraid that the Peking delegation to the Conference will be dominated by Japanese intrigue, according to the New York *Times*. Therefore, thinks this paper, "if President Harding wants all China represented at the Conference, it must invite the Canton Government to send delegates." Dr. Wu Ting Fang, former Chinese Minister to the United States, is Minister of Foreign Affairs in Dr. Sun Yat Sen's Canton Government, and in his opinion "Peking is too far committed to Japan to make a strong case in the Washington Conference."

As a part of her fundamental policy at the Conference "Japan will not permit the 'scrapping' of the 'twenty-one demands' agreement with the Peking Government," cables the Tokyo correspondent of The Associated Press, "nor will it tolerate interference in the Shantung question." But, points out the New York *Evening Post* editorially, "it is China's contention that there is nothing to discuss with Japan; that the latter holds no legal rights in Shantung; that Japan is bound by her explicit promise at the Paris Peace Conference to get out of Shantung. In the face of that broken pledge, what use is there in negotiating with Japan?" As Dr. Paul S. Reinsch,

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former United States Minister to China, explains in a New York *Times* article:

"The Japanese maintain persistently that they have no designs upon the political sovereignty of Shantung Province or of China. Their argument, therefore, is much the same as tho a

CHINA THINKS IT'S A LAUNDRY PARTY.

—Reynolds in the Tacoma *Ledger*.

foreign Power, having occupied the State of Pennsylvania, should assert its willingness to relinquish all claim to political control of the State, asking in return merely the city of Philadelphia and the Pennsylvania Railroad system. For China to negotiate with Japan in regard to Shantung is equivalent to the surrender of her claim to the railroad. All discussion of the sovereignty of Shantung is beside the point. Japan could only have secured a sovereignty over that province by capturing it from China and even the Japanese make no such claim. The troops along the railroad are there for military occupation."

"There can be no assurance of permanent peace in the Pacific so long as the forces which make for war are allowed to continue at work in China," concludes Dr. Reinsch. "It is the weakness and disorganization of China which has brought about all the questions at issue in the Far East," maintains the Baltimore *News*. "The United States wants nothing in the Pacific except what it has," declares the Kansas City *Star*. But, as the Washington *Post* explains:

"Political ascendency over China by Japan is intolerable to the Western Powers, including the United States. They will resort to war rather than submit to the extinguishment of Chinese sovereignty. The reason for this fixt attitude is quite simple. It is a question of self-defense. The Western nations have nothing to fear from China in the hands of the Chinese; they have much to fear from China in the hands of the Japanese."

The Philadelphia *Record*, on the other hand, reminds us that "Japan's friendship is important; she is the only Asiatic Power that is strong and progressive, and her enmity would be serious." The United States wants Japan to yield something of its Asiatic claims and curtail its naval expansion, notes *The Record*:

"We want it to limit its ambitions to dominate Asia, to reduce its navy, and to give Shantung to us so that we can give it to China. And if Japan, shall do all this, is it likely that she will do it without extorting a good round price from us?

"China is very anxious to get back the port she leased to Germany for 99 years, but she will not take it from Japan. The rest of the world must take it from Japan and present it to China on a tray. The Paris Peace Conference refused to do this, and the Chinese delegates would not sign the Treaty. The League of Nations has so far declined to do it. But America having shown its antagonism to Japan, and having espoused the cause of China, which is helpless and which pleads irresponsibility for its own acts, its lease to Germany and its treaty with Japan, China is now relying upon the United States to compromise itself still further in Asia by taking Kiao Chau away from Japan and presenting it to China."

"Having protested at the time of the Paris Peace Conference against the award of all Germany's 'rights, title and privileges' in Shantung to Japan, China persists in maintaining that the award is illegal and can not be recognized," says the New York *World*. In this paper's opinion—

"By adopting this highly legalistic attitude China has barred to herself the only means by which she could recover Shantung. Japan is in possession there, and, wrongly or rightly, the title was confirmed by the Treaty of Versailles. She is solemnly pledged to restore the province to China, but so long as China on no terms will consider receiving it at Japan's hands, Japan stays where she is and China is the poorer.

"Nominally China's grievance, in which she seeks sympathy and support, is against Japan, but actually it is directed against all the Powers that in signing the Treaty of Versailles awarded Shantung to Japan. In bringing her case to the attention of the Washington conference she will be insisting that the leading nations which overruled her previous protest at Versailles revoke

JAPAN HAS NO OBJECTION TO CHINA SITTING AT THE CONFERENCE TABLE, PROVIDING———

—Morris for the George Matthew Adams Service.

their own decision and dispossess Japan. If that were practicable, nothing is less likely to happen. By entering into direct negotiations with Japan, China can obtain for herself without great delay the actual benefits to which she is entitled by regaining Shantung, but she prefers the rôle of an uncompromising litigant with diminishing chances of substantial success."

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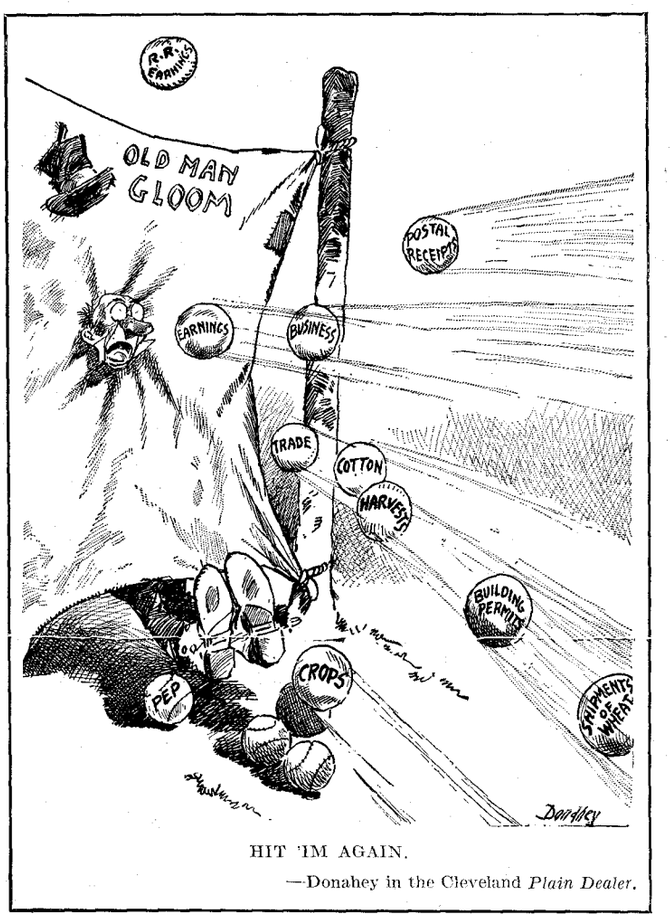
EARLY TINTS OF THE BUSINESS DAWN

BUSINESS IS LIKE AN OPERA SINGER—temperamental, sensitive to environment, and responsive to the attitude of the public—thinks the Boston *Herald*. "Is Business Turning the Corner?" was the title of our last article on this important subject, and since that time (September 24th) the New York *Journal of Commerce* has replied that "business has passed the turning point and has started upon the upgrade; the indications of such a trend are unmistakable." But what are these indications? First, perhaps, comes the net operating income of the country's largest railroads for August, which marked the best showing that they have made in more than a year. The total is estimated to be $90,000,000, as against $69,000,000 in July. In July of last year, it is pointed out, there was a deficit of $11,000,000. Railroad business is barometric because it consists in hauling the products of other businesses. "This showing is considered a hopeful sign in the period of general industrial depression," writes the New York *Times's* Washington correspondent; "already many of the railroads have begun to increase their working forces in the repair and maintenance departments." Another item which encourages the railroads is the prospective gain of 40 per cent. in the amount of perishable freight during the next three months over the corresponding period of 1920.



HIT 'IM AGAIN.

—Donahey in the Cleveland *Plain Dealer*.

"The significance of the latest cheer-up news on the general business situation is that it presents facts rather than opinions," notes the Pittsburgh *Chronicle-Telegraph*. One of the most important of these, reports the New York *Evening Post*, is the reduction in unemployment, and the stiffening in iron and steel prices. Another very encouraging feature of the business situation, writes B. C. Forbes in the Philadelphia *Public Ledger*, is that "idle money is piling up so steadily that the banks now have to seek out borrowers in order to find work for the funds." Business conditions in South America show unmistakable signs of recovery, says the Department of Commerce. In the woolen industries, we are told by the Springfield *Union*, "the increase in the number of employed over a year ago is 114 per cent." Virtually all Liberty Bond issues advanced late in September to the highest price quoted in more than a year, the gains amounting to $4 and $5 on each $100 for most issues, observes the New York *World*. In the opinion of this paper—

"This is a highly encouraging symptom for the general business outlook. Some of the strength in these bonds is no doubt due to Treasury buying for the sinking fund, but the major causes are larger and deeper. As the low prices had resulted from the forced liquidation of individuals and corporations in more or less distress for want of cash, so the present sharp turnabout in the market indicates that liquidation in that quarter is well over.

"Money is cheaper all around. This is another cause of the strength in Liberty Bonds. Even at the present higher prices for the best security in the world the yield on these bonds of maturities five years or so away, if held to maturity, is above 6 per cent., while railroad equipment notes are being easily floated to yield less than 6 per cent.

"But money is cheaper all around for the reason that liquidation has been extending all around And if liquidation is over in Liberty Bonds it is inferable that it is about over in other markets."

True, the number of business failures stands at an unusually high figure, points out the Cleveland *Plain Dealer*—almost twice as many as a year ago, notes the *Wall Street Journal*. But the Manchester *Union* interprets what seems at first glance an "alarming business death-rate" to be "a very healthy mortality; the elimination of the parasitical middleman." In fact, says the Federal Reserve Board in its September report, "the month has been in the main a period of distinct encouragement, and gives promise of better conditions as autumn advances." There are further decided improvements in the credit situation, and manufacturing continues to show a wholesome improvement in many lines, adds the Board. "With excellent harvests, the West has recovered from deflation more rapidly than any other part of the country," believes the Seattle *Times*.

"The New York and Boston Federal Reserve banks having reduced their rediscount rates to 5 per cent., the expectation is that it will eventually be followed by other banks in the system," remarks the New York *Commercial*. The reduction already made, thinks the New York *Globe*, "is an invitation to returning business," for "these banks have concluded, apparently, that the period of liquidation is over, and that new business should be encouraged." We read on:

"The greatest test of the Federal Reserve System came last autumn, when by raising its discount rate the Reserve Bank hastened liquidation.

"The important matter, however, is that the nation abandoned the policy of drift and sought to steer a course. That policy is again emphasized in the new lower discount rate. Prophecy in the economic sphere is as dangerous as it is elsewhere, but it is plain that, other factors being favorable, a lower discount rate will of itself accelerate business."

"One of the favorable indications of returning prosperity is that exports in August increased $54,000,000 and reached the highest point since March," notes the Philadelphia *Record*. Imports were only $16,000,000 more than in July, adds this paper. "The export demand for corn continued throughout September, and is still in evidence," reports *Financial America* (New York). It is admitted by the New York *Journal of Commerce* that the total of exports during the last year or so has shrunk noticeably. But, it points out, "the fact is not generally known that the amount of goods exported in the last year compares favorably

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with any year during the war, and shows a marked increase over the total of export trade in pre-war years."

While the railroad earnings quoted earlier are said to be "encouraging," experts say that the carriers, under present conditions of business, will not be able to reduce rates materially and still earn 6 per cent. on the tentative valuation, unless operating expenses are further reduced. Operating expenses for July of this year were 29.4 per cent. less than for July, 1920. As we are told by the Pittsburgh *Gazette Times:*

"The railroads of the country represent a capitalized enterprise of approximately $20,000,000,000. For the past several years this enterprise has been on the road to bankruptcy. In this year 1921 it financial plight was such that it was compelled to neglect ordinary repair and upkeep of equipment and maintenance of way and structures. Its purchases of steel and other materials were reduced to a minimum. To-day the outlook for the industry appears brighter than in several years past. Because of this fact the roads have felt justified in increasing the number of men employed on roadway. This has been quite noticeable of late in this district. As their financial prospects improve they will feel justified in placing orders for rails, cars and structural material, and this will furnish tonnage for idle mills and furnaces. The effect will be increased traffic and general business will grow by what it feeds on. . . .

"The outlook at the opening of the last quarter of 1921 is brighter than at any previous time this year, The time will be too short for the development of anything resembling a 'boom' in business during the ensuing three months, On the contrary, some authorities are still talking of a 'hard winter' ahead; but fundamental conditions are expected to make progress toward normal, and with the opening of next spring the outlook will be clearer than at any time since the signing of the armistice. Meanwhile the Administration will proceed with well-laid plans for encouraging business."

"But," warns the Chicago *Journal of Commerce*, "prosperity cannot and will not come back overnight; the way to recovery will be just as long as the road to false war prosperity proved—and possibly longer." "We are getting along fairly well," admits the Philadelphia *Inquirer,* "but no progress of any value will be made unless it be on broad economic lines which take into consideration the entire state of society and its workings." "Better not cheer until you are out of the wood," advises the conservative *Wall Street Journal* in another editorial; "we are in for a bad winter, and ought to recognize it now. Intensifying the present unemployment there will be palpable necessity and positive want." "The leaders of finance and industry know that the future is still guesswork, and they do not hesitate to say so in private conversation," asserts the Boston financial correspondent of the New York *Evening Post*, who, however, admits that "the optimism of the moment probably is better than a feeling of avowed depression." Yet, points out the Philadelphia financial correspondent of the same paper, "there is no export business except in grain and cotton." A captain of industry of Denmark, where the steel industry is practically closed down because of the dislocation of trade with Russia, even believes that substantial improvement in world business conditions must await the reopening of business relations with Russia.

The Peoria *Transcript* is of the opinion that these "prosperity just around the corner" interviews that appear in metropolitan dailies are to be taken with the proverbial grain of salt. Says this paper:

"If 'big business' would eliminate 'bunk' and give the public, including organized labor, economic facts, the return to normalcy would be facilitated. Prosperity 'around the corner' is a grim mockery in a situation which is palpably anti-economic. There will be no prosperity until there is a resumption of productive industry on a basis which will give manufacturers a chance to enter the world markets and retailers a chance to reduce prices without incurring losses.

"Faith cures in business are played out. What is needed is a major operation on war wages."

POROSITY OF PROHIBITION

"WHEN DOES IT BEGIN?" a foreign visitor countered, when asked his opinion of prohibition during the first year of its enforcement. Then, along about the first of this month two Labor members of the British Parliament who visited the United States last summer to investigate and report on the results of prohibition, stated in their joint report that "prohibition, as we in England were led to believe it prevailed, does not exist; America has been described to us as 'a bootleggers' paradise.'" The non-enforcement of prohibition in the United States, they aver, "and the resultant consequences on the morals of the people bode ill for the future, particularly as regards the rising generation."

Coincident with this official report comes the news from Chicago that, according to the Chief of Police, "fifty per cent. of Chicago's police force are identified with the bootlegging industry"; that "prohibition enforcement in Chicago is a joke"; that "there is more drunkenness than ever before, more deaths from liquor than before prohibition, and more of every evil attributable to the use of liquor." It is even declared in a Chicago dispatch to the New York *Times* that "one police station was the home of a nest of bootleggers, who delivered whisky in the patrol wagon," and that uniformed policemen would rob whisky shipments in the freight yards, under pretense of confiscating the liquor, and sell the booty in case lots. Thereupon a policeman would appear and demand a substantial amount for protection, and after the amount had been paid still another policeman would "raid" the place—and collect another fee for protection. Yet another policeman, it is said, would confiscate the liquor and eventually sell it to some saloonkeeper.

A nationwide prohibition survey conducted by the New York *Tribune*, with the aid of its correspondents in many of the large cities, finds that "smoothly running bottlegging machines" are operating in a dozen large centers, and that "the Eighteenth Amendment is being flouted almost as openly in every other large city as in New York," where the greatest degree of wetness is supposed to prevail. "Bootlegging has never been so prevalent throughout New England, with the exception of the first few months of prohibition enforcement," reports one *Tribune* correspondent. "People drink more than they ever did," we hear from Baltimore, while it is estimated that in the vicinity of Detroit "a thousand cases of Canadian liquor come across the border every twenty-four hours." Altogether, say United States customs authorities, international bootleggers smuggle into this country about 9,000,000 gallons of liquor a month. "More Scotch whisky has been imported into the Province of Quebec in the last year than in the entire ten years that went before," avers the Providence *News*, which further declares that this enormous surplus comes into the United States. Added to all these, says the New York *Evening Post,* are the 180,000 gallons of whisky and the 362,532 quarts of champagne that were legally imported during the first eight months of 1921.

Other cities covered by *The Tribune's* survey are Philadelphia, St. Louis, Cincinnati, New Orleans, Cleveland, Denver and San Francisco. In all these cities, we are told, the Volstead Law is being violated everywhere. New York receives six train-loads of liquor a day, asserts the New York *World*, "but how this stuff gets in or where it comes from no one has officially found out." "The enforcement of the law," maintains the Seattle *Post-Intelligencer*, has become "complicated and impossible, mainly because bootlegging is in the hands of 'big business.'" The enforcing of prohibition "threatens to demoralize completely the police departments of American cities," agrees the Philadelphia *Public Ledger*. As W. W. Jermane writes from Washington to the Seattle *Times:*

"It is not too much to say that prohibition seems to be nearing a crisis, and that the question of whether it is to break down

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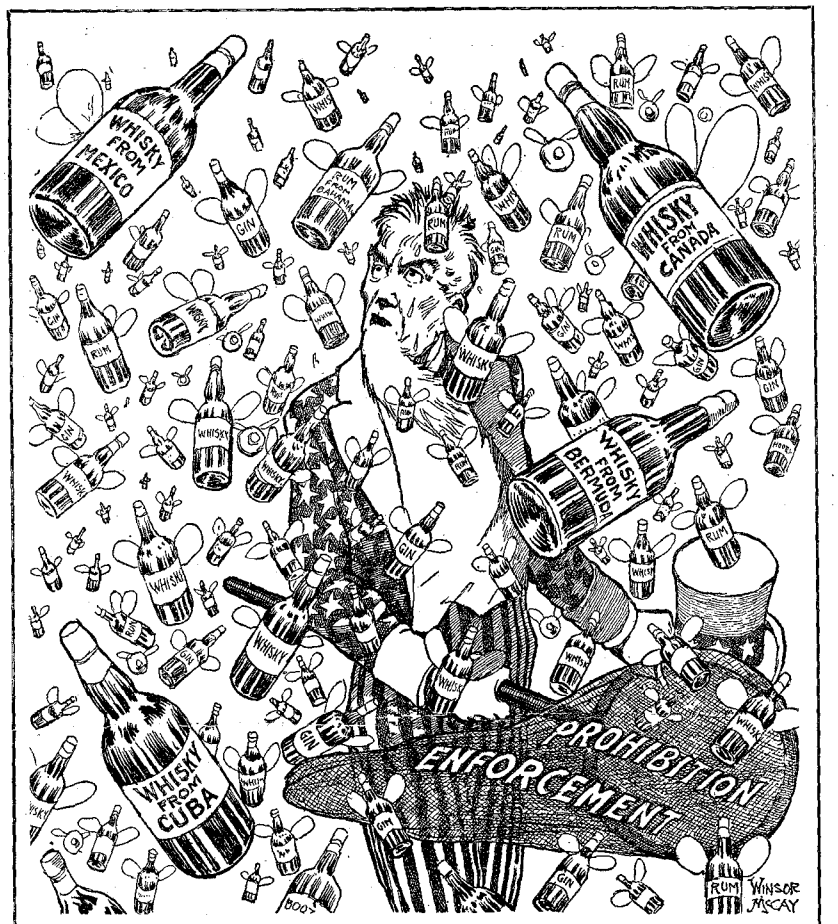
under general non-enforcement, as the Fourteenth Amendment has done, may be determined in the next twelve months.

"I write this not as indicating a desire to take the 'wet' side, but to express the sentiment of a large number of public men in this city (Washington) who believe in prohibition, but are becoming convinced that radical leadership is more responsible than everything else combined for the difficulties that beset the prohibition movement at every turn. The 'wets,' they point out, want nothing better than to have a national referendum, and the intolerant attitude of prohibition leadership is playing directly into their hands. If such a campaign were brought on while reaction against that leadership was at a high point, the 'wet' vote might be large enough to show sentiment so nearly equally divided as to make prohibition a major political issue for an indefinite time.

"There is no doubt that a test at the polls showing the country pretty evenly divided would encourage the 'wets,' dishearten the 'drys,' and tremendously increase the difficulties of law enforcement."



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A BIG JOB

—McCay in the New York *American*.

"The men who 'put across' prohibition have succeeded in making a nation of home-brewers and in creating contempt for law," asserts the Providence *News*, which believes that, instead of "appropriating millions of the peoples' money for an army of prohibition agents, the Volstead Law should be amended so as to make it an agent for temperance and not a sham proposition for prohibition." At present, contends the Albany *Knickerbocker Press*, the law plays into the hands of "the bootlegger, the moonshiner and the liquor dealer; they do not want the law changed any more than the Anti-Saloon League does." "Either repeal a law or enforce it," is the terse admonition of the Boston *Globe*. In New York, intimates *The World*, it will either be necessary to "install three enforcement agents to a family, so that they can stand guard in three eight-hour shifts, or hire the entire population of the city as special enforcement agents and set every man to watch himself." Continues *The World* in one of its many editorials on the subject:

"The Eighteenth Amendment and the Volstead Act have proved once more in the United States that people will not obey an unpopular law. They have proved also that Government can not enforce an unpopular law. Just as the citizens of a country are corrupted by the existence of a statute which nobody obeys unless he wants to, the officials in a Government are corrupted by the existence of a statute which nobody enforces unless he feels like it. The Volstead law is sometimes enforced, but in the communities in which public sentiment is hostile it receives only perfunctory and superficial attention.

"When the most spectacular law on the statute books is ignored by the public and treated by the guardians of the law as a source of income it is small wonder that all law fails somewhat of the respect in which it was once held. A country can not possess two codes—one to be broken, the other to be obeyed."

But, asks the New York *Evening Post*, if New York is the "wettest spot in the country," and "the authorities can not count upon assistance from the public in enforcing the laws," "how does it happen that the 'wet' candidate for Mayor did not receive more votes at the primaries?" Continues *The Post:*

"Prohibition has no place in a municipal campaign, but Judge Haskell insisted on giving it a place. His platform, for all its technical mitigations, was a 'wet' platform. If an overwhelming tide of resentment against the prohibition laws is really sweeping through the city, here was the chance for an unmistakable protest. But Haskell received only one vote in every six cast in the primaries, and two-thirds of his votes came from Brooklyn and represented local pride and not 'wet' sentiment. As in the case of the much-advertised anti-prohibition parade on July 4, the 'wet' public hesitates to come out into the open; and the suspicion arises whether that public is as large as is commonly supposed.

"It may be argued, and with a good deal of force, that men are against prohibition who will not speak out openly against it. It might be said, cynically but with much truth, that there are men who are not opposed to the prohibition laws so long as the laws remain a dead letter. This habit of passing laws for printing in the statute books, and not for enforcement, is a common American vice. But if this is true of local sentiment on prohibition, then the answer is that prohibition enforcement takes on even more importance than is involved in the specific problem. It becomes a test of the operation of democracy."

At the present moment, declares William H. Anderson, New York State Superintendent of the Anti-Saloon League, "there is a wide-spread conspiracy, backed up by most of the newspapers in the larger cities, to discredit prohibition and its enforcement." In a Burlington, Vermont, dispatch to the New York *Times*, Mr. Anderson is quoted further:

"They object, first, that it can not be enforced—then, when we proceed to real enforcement business, they charge that the measures employed are fanatical violations of personal rights.

"Most of the newspapers in New York City are dishonest on this question. By dishonest I do not mean they take money in return for so many square inches of misrepresentation, but they apparently are 'wet' enough to work for an outlaw and criminal liquor traffic for nothing—and board themselves. . . .

"But the significant and disturbing thing is that it has been possible for this traffic, with the aid of 'wet' Congressmen and Senators and others to block for a half a year in a Congress elected overwhelmingly 'dry,' enforcement legislation vitally needed to uphold the Constitution.

"This fight has been made by the 'wets' to get a running start for their effort to elect a 'wet' Congress and 'wet' National House of Representatives and one-third of the United States Senate next year. They can not do it if the moral forces are awake and do their duty."

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TOPICS IN BRIEF.

DISARM or disburse.—*Greenville (S. C.) Piedmont.*

HOME brew is responsible for some of the home bruisers.—*Dallas News.*

WHATEVER Americanism may be, it isn't pessimism.—*Richmond News Leader.*

WHY not set the army of unemployed at the job of cutting down prices?—*New York World.*

VACATIONS are now over, except for the unemployed and public officials.—*Brooklyn Eagle.*

ANDY VOLSTEAD says that his life has been threatened, but we'll wager no bootlegger did it.—*Columbia Record.*

IT is our idea that a picture that has to be examined with an X-ray to tell whether it is worth $100,000, isn't worth examining.—*Dallas News.*

IN reply to "What is the world coming to?" we say "America."—*Wichita Beacon.*

ONE good way to curtail armament would be to hire plumbers to build the battleships. — *Tacoma Ledger.*

JOHN BARLEYCORN has had more obituaries written about him than any other living person.—*Columbia Record.*

IF the Ku Kluxers wish to prove their Americanism, they might try stamping out race prejudice.—*Baltimore Sun.*

THE International Court would have brighter prospects if there was also an international sheriff.—*Roanoke World News.*

THERE is something peculiarly touching about a bald-headed man's condemnation of bobbed hair.—*Akron Beacon-Journal.*

"GOOD times are just around the corner." But it is hard to negotiate the corner on four flat tires.—*New York Morning Telegraph.*

THE world is learning that, if it is to have permanent peace, it must rely on its hands rather than its arms.—*Norfolk Virginian-Pilot.*

THE League of Nations is beginning to look like a bill after the enacting clause has been stricken out.—*Boston Shoe and Leather Reporter.*

MIGOSH! I BEEN WORKIN' TOO MUCH ON THE EMPIRE AN' NOT ENOUGH ON THE INVISIBLE!!
EXPOSE
ATTACK
CHARGES
KU KLUX KLAN THE "INVISIBLE EMPIRE"

IN BAD.

—Spencer in the Omaha *World-Herald.*

THOSE infant republics are up in arms.—*Washington Post.*

APPARENTLY you can't keep a good price down.—*Rochester Times-Union.*

BRIEF explanation of the hatred of aliens: "My folks came over first."—*Minnesota Star.*

IF we don't hurry and build more battleships, we won't be ready for disarmament.—*Brooklyn Eagle.*

MEXICAN GOVERNMENT machinery might run better without quite so much oil.—*Wall Street Journal.*

ACCORDING to the Federation of Woman's Clubs, who are carrying on an anti-cockpit campaign, cock fighting is fowl play.—*Manila Bulletin.*

IT is said that we are after what Russia raises, and, without using the four-letter word, Lenine would like to see us get it.—*Wall Street Journal.*

WEATHER sharps are predicting a hard winter for everybody except coal dealers.—*Brooklyn Eagle.*

"BABE" RUTH, we surmise, is a graduate of the well-known university of hard knocks. — *Columbia Record.*

Now all we'll have to do in order to enjoy the proposed income tax reductions is to reduce our incomes.—*Brooklyn Eagle.*

A PORTION of the army of unemployed wouldn't be in the state it is if it were not so badly officered.—*Philadelphia Inquirer.*

BUSINESS having "turned the corner" is now wondering what will happen in the next block.—*Boston Shoe and Leather Reporter.*

WITH the mark worth less than a cent, the pfennig must be what scientists are breaking atoms into.—*Little Rock Arkansas Gazette.*

PERHAPS the greatest industrial deterrent to-day is that so many persons spell utility with an F.—*Boston Shoe and Leather Reporter.*

MAYBE if we disarm, Henry Ford will offer us a couple of hundred dollars for our battleships and arms and ammunition.—*New York World.*

ONE of our friends wants to know why we are so down on politicians. Well, it is mainly because we are so up on politicians.—*Columbia Record.*

REPUBLICAN institutions cannot long endure where there is enforced labor; or, for that matter, where there is enforced idleness.—*Roanoke World News.*

THERE are two sides to profiteering in food, remarks the Philadelphia *Record*, but the side that the consumer gets is the rough side.—*Charleston News and Courier.*

SPEAKING of children outshining their parents, there is the Eighteenth Amendment, which is better known than all the rest of the Constitution.—*Chicago Journal of Commerce.*

IT is unfortunate that a country like Ireland which finds government so irksome should have to have two governments at one and the same time.—*Nashville Southern Lumberman.*

IT seems likely that the Yap problem may be adjusted before the disarmament conference, which will, at least, settle the status of about ten acres of the earth's surface.—*Columbia Record.*

DESPITE the unemployment, the savings banks of the country are holding their deposits well, which proves that on the average the thrifty workers are holding their jobs.—*Boston Shoe and Leather Reporter.*

PROHIBITION, says a California authority, has caused the price of grapes to advance from $10 to $75 per ton. Wonder if we couldn't get Mr. Volstead to pass a law prohibiting the use of lumber.—*Nashville Southern Lumberman.*

THE comparative numbers of males and females in the United States is 53,899,451 of the former, and 51,809,319 of the latter. But, as somebody has observed in words to the same effect, the ruling powers lie not in numbers.—*Chicago Journal of Commerce.*

A REFORMER says he will move heaven and earth to enforce prohibition. The real problem, however, is to find some way to move the Bahamas.—*Baltimore Sun.*

A SMALL-TOWN telephone manager protests against the accusation that his operators read novels on duty. They don't. They don't have to.—*Chicago Journal of Commerce.*

THE first thing some people want when they get a little money is a car; and then the first thing they want when they get a car is a little money.—*Chicago American Lumberman.*

SENATOR FRANCE accuses Major Ryan, head of the American Red Cross, of fomenting the Kronstadt mutiny. That would be more than enough to make a Red cross.—*Liberator.*

"GAMBLING blamed for fall of mark." And the gambler most responsible is an exile in Holland who convinced himself that he was betting on an absolutely sure thing.—*Providence Journal.*

THE only difference between the positions of De Valera and Lloyd George is that one contends that Ireland is a sovereign state and the other that it is a state of the sovereign.—*Nashville Southern Lumberman.*

NAVAL Cut Up to Disarmament Conference.—*Headline.* This is bound to make trouble, no matter who is meant by the "naval cut-up." If it's Sims, the Democrats will howl, and if it's Daniels, the Republican delegates will walk out.—*Kansas City Star.*

WAYNE B. WHEELER says that if England would drink nothing but water, she could pay us what she owes us. According to which logic as Uncle Sam drinks nothing but water he has so much money he doesn't need to collect any debts.—*Louisville Courier-Journal.*

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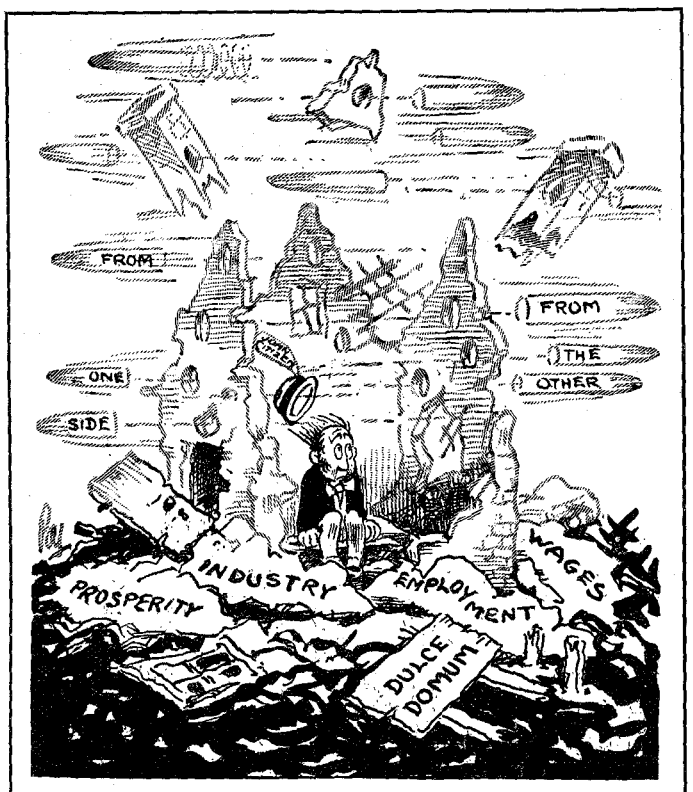
FOREIGN - COMMENT

BRITAIN'S "DANGEROUS POOR"

A MILLION AND A HALF PERSONS are living on public and private charity, English newspapers exclaim in consternation as they ponder the "unemployment plague" which constitutes a menace to the peace of the country. Unemployment demonstrations are reported from various sections and it is darkly significant that a warning to the workers against a social upheaval as a remedy for unemployment was uttered in a speech at Sunderland by James Henry Thomas, General Secretary of the National Union of Railwaymen and Labor Member of Parliament. He pleaded that "the next few months will be the most difficult period for the leaders," and admitted that "at no time during the war did the situation look so black and dangerous as now." Meanwhile, London dispatches inform us that the British cabinet has a relief plan, of which a huge credit scheme and immediate help for the destitute are the chief features. The credit scheme involves an agreement by manufacturers, bankers, and labor organizations on the establishment of credits endorsed by the banks. The government, we are told, has not the funds; and this private provision of capital will make it possible for the manufacturers to extend long-time credit to customers, and thus, it is hoped, to induce many manufacturers to reopen their plants and absorb a goodly percentage of England's 1,500,000



THE NEUTRAL.

—*Evening News* (London).

unemployed. An official report of the conference at Gairloch (Scotland) between Premier Lloyd George and the eight London Labor Mayors on the dangers implicit in the unemployment situation throughout the kingdom quotes the Mayor of Hackney as saying "there is a bitter feeling and a sheer lack of faith in the whole institution of the State which is growing among those bands of hungry and desperate men"; and "it is important to note that it is not only the extremists who tend that way, but our best people." This mayor said further that while he and his colleagues had been able to "preserve a great amount of

THE HORNETS' NEST.

—*The Irish Weekly Independent* (Dublin)

order in London," they "have arrived at a point where passion and despair will get the upper hand" and he added:

"The taxpayer of London also is suffering financial burdens which are becoming intolerable. The burden automatically comes on the shoulders of the working and lower middle classes in the shape of taxes. The wages and salaries of these people are going down, and it is vital that their burdens of taxation be relieved."

Lloyd George's reply, given in the official report of the conference, reads as follows:

"The situation is of an appalling character, and it calls for serious reflection. It is not only a London problem, but it is a problem for the whole country. First of all I am considering what can be done to improve the supply of normal labor on lines of the ordinary work of the country. We need real cooperation by all the interests concerned.

"Starvation for the man who is willing to work and who is deprived of work through no fault of his own brings a situation which no civilized community can tolerate.

"I have pride in the fact that we have done more for the unemployed than has ever been done before. We have a debt of £8,000,000,000 (roughly $30,000,000,000) and a gigantic burden of local and national taxation, yet we have done much for the unemployed.

"In America there are 6,000,000 out of work. There is no unemployment fund. The States are doing nothing. The whole thing is left to the shift of circumstances.

"Since the war we have provided £106,000,000 ($400,000,000) in one or another form for unemployment. But it is no use to come to the state only for aid. You must, somehow or other, find a scheme where the state will do its part, the local authority its part, and the employer, banker, foreign trader, manufacturer

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and trade unionist all do their share. We must get everybody in it. We are discussing things along this line, and I am seeing representative men from both sides during the next few weeks to see if it cannot be done.

"At the present moment we are considering a government loan to tide you over your difficulties. In order to enable you to go to the banks, we shall put the whole weight of the government behind you for these loans."

When the Mayors asked whether he considered $3 weekly doles enough to live on, Lloyd George replied:

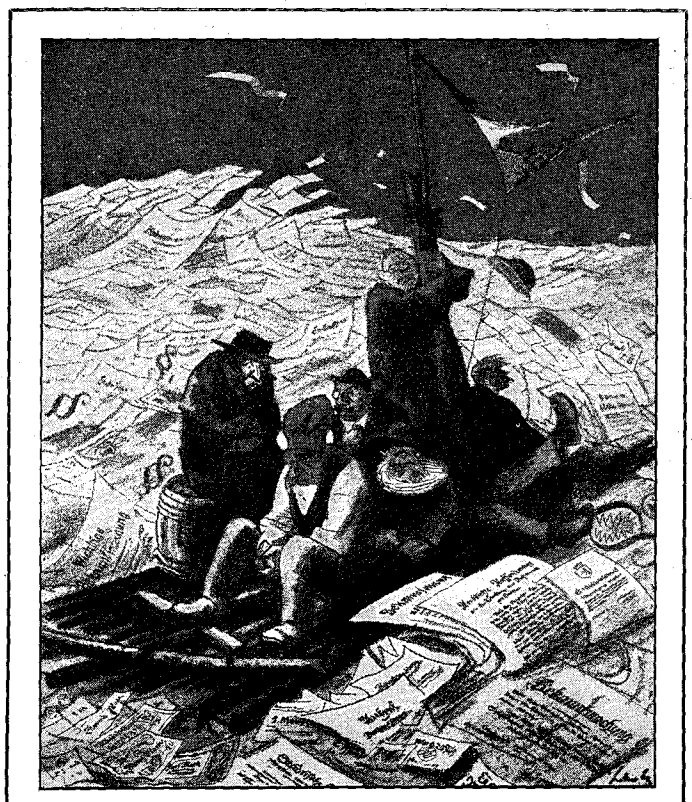
"I want you to put yourself in my position. I have got to find every year over £1,000,000,000 ($4,000,000,000) in a country where the biggest pre-war budget was £200,000,000 ($800,000,000), and in a country impoverished by war. One thing I am afraid of is exactly what you said—that 'can't' one day will be converted into 'won't.' If that happens you will be just where Russia is to-day."

While the unemployed must be helped, the London *Spectator* says care must be taken not to injure those who are at work. For, if the poor rates were increased without limit, in order to give every unemployed person a full week's wages at trade union rates, "many employers would have to close their works and the number of unemployed would rapidly increase, until most rate payers were in receipt of poor relief." Then of course the whole social fabric would collapse, and we are told that—

"It is easy to draw up schemes of public works that might be carried out and that would be beneficial to the community, and to suggest that the unemployed—regarded in theory as a mass of navvies—should be set to work on these schemes forthwith. . . . But the question is by no means so simple as all that. Many of the unemployed town-dwellers are wholly unfit for rough manual labor on reclamation works, even if it were possible to take them to the coastal districts or the moorlands where the work has to be done, and to house them when they arrived. A fourth of the unemployed are women."

Nevertheless, *The Spectator* thinks it should be possible for the state and local authorities to find work for some of the unemployed on the roads, which have many of them become "positively unsafe to the development of motor traffic." But it does not expect such relief to be "economically profitable," tho the nation will benefit by getting better roads "as well as by restoring self-respect to a number of men who are idle through no fault of their own." For the true remedy of unemployment conditions, *The Spectator* bids us look elsewhere, and points out that "the reduction of prices by a general lowering of the cost of production is the main condition precedent to the revival of our foreign trade, which will quickly create employment in all industries." On this point a financial authority, the London *Statist*, observes:

"Government policy should aim at the economic restoration of Europe and the reopening of trade relations even with former and present enemies. To this end diplomatic and financial assistance should be accorded to the Succession States, especially to those friendly to British interests, and to Germany and Russia."



GERMANY'S FLOOD OF PAPER MONEY

—*Simplicissimus* (Munich.)

GERMAN MARK "FRIGHTFULNESS"

GERMAN MARK SPECULATION surprizes some British observers of the foreign exchange market, but if the English are puzzled by the dizzy antics of the mark, German press observers are almost overcome. Only front page headlines are equal to the story which the *Berliner Tageblatt* calls the "mark catastrophe" as it proclaims that one dollar equals 127 marks. The *Vossische Zeitung* at the top of its type cries out "The Collapse of the Mark" and says "the depreciation of the mark ever assumes more catastrophic form. From quarter hour to quarter hour foreign exchange rates rise by leaps and bounds." The stability of the mark is possible, according to this newspaper, when continental debts are consolidated, and it adds:

"The stabilizing of the mark can only follow a flow of gold from countries where there is a surplus of trade into lands which are sick in consequence of an absence of gold. Unless this occurs the World War will have left only defeated and ruined nations behind it."

An American correspondent at Berlin points out as a symptom of "mark hysteria" that "no two papers this evening quote the dollar at the same figure, tho the official Reichsbank quotation fixed the dollar as equal to 124.87 marks." The *Deutsche Zeitung* headlined the mark value on the date of September 27th as 126 to one dollar, and added:

"Those circles which maintain that the dollar would go above 150 marks appear to be right. The reasons for the rapid upward movement are not clear, but are explained by the precipitant exchange purchases by German industry and extensive reparation purchases by the Reichsbank."

Heavy speculation in connection with the German mark has gone on practically since the quotation of the Berlin Exchange was resumed in the London market, we learn from the London *Statist*, which advises us that—

"Speculators in this exchange may be divided into two classes: those who buy in the expectation of making a quick sale with a narrow margin of profit, and those who buy as a lock-up investment in the hope of a recovery to at or near the pre-war sterling value in the course of some years. The former class operate from experience of the very wide limits within which the mark has fluctuated in the past, for after a sharp fall in value the currency has frequently shown an equally sharp recovery. The latter class, which is perhaps the more numerous, appear to be animated by confidence in the ultimate economic recovery of Germany, which, they assume, will entail a simultaneous recovery in the value of Germany's currency unit."

This view is "altogether erroneous," in the judgment of *The Statist*, which says that even if Germany recovers her former economic strength during the course of a few years, it is absurd to think that the German Government will undertake the enormous sacrifices involved in deflating the mark, and *The Statist* proceeds:

"On the contrary, there is little reason why the external depreciation of the mark should not continue till a much higher

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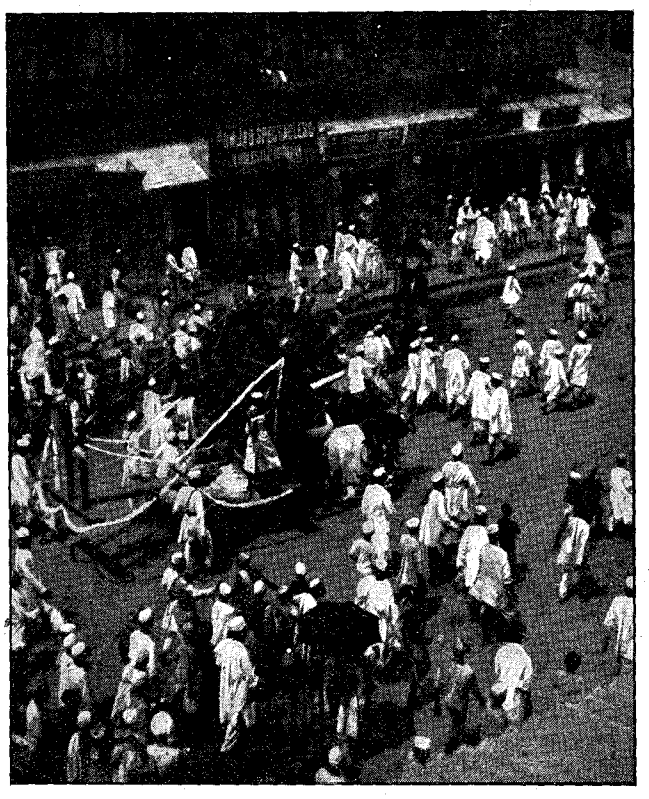
quotation in sterling is reached. The collapse in the values of the Polish mark and the Russian rouble afford striking examples of the extremities to which a paper currency may depreciate in a short space of time under a profligate financial policy. The present trend of Germany's finances points, in fact, to a still lower value for the mark, for the printing-press is being constantly used in order to cover revenue deficits. It is true that some improvements have been effected in recent months in the direction of increasing tax revenue and reducing expenditure, but these have not been reflected in the movements in the note circulation, being more than offset by the necessity for providing for reparation payments. These latter will long continue to put a very severe strain on Germany's public finances and there is, indeed, little prospect of the State expenditure for some years to come being met otherwise than by large fresh issues of notes to supplement tax revenue."

According to some Berlin dispatches, the view in Allied circles is that the precipitous decline of the mark is due to the failure of the Reichsbank to support exchange as it has previously done, and this course is said to be "deliberate, as the government is averse to artificial support, making the financial position seem better than it really is, with big reparation payments ahead." What is more, one Berlin correspondent writes that "in some Allied quarters the fall of the mark is construed as forecasting an effort for delay in reparation payments" and intimations are freely heard of "an imminent financial catastrophe."

Berlin dispatches also cite the statement of Privy Councilor Kloeckner that "the rapid rise of the mark would be even worse" than its descent and "would spell certain disaster." Mr. Kloeckner is described as one of Germany's most powerful captains of industry and, through his alliance with the great Thyssen interests, the most formidable rival of Hugo Stinnes. He is quoted as speaking at a stockholders' meeting in this wise:



INDIA'S SPINNING-WHEEL SLOGAN.

Mr. Gandhi, the Indian Self-Rule (Swaraj) leader, argues that one means towards the goal is the use of the native spinning-wheel (charkha) and the wearing of coarse hand-spun cloth exclusively. In demonstrations in the large towns of the country on August first, bonfires were made of garments fashioned in foreign cloth. In Bombay Mr. Gandhi himself started such a fire in the presence of more than a hundred thousand supporters. The spinning-wheel shown above is nine yards by seven, and was drawn in a parade through the streets of Delhi by two big bulls, while white-clad men on the cart showed the wheel in operation.

"The present boom stands or falls with the movement of the mark. The rapid rise of the mark would entail a catastrophe of unprecedented magnitude and scope. But we are still far from that point of time. So long as the London ultimatum is not revoked and Germany is not freed from the huge occupation burden, the mark is bound to remain bad. The only way to improve conditions is more work."

Mr. Kloeckner takes an optimistic view of the present industrial situation, not only in Germany, but in the world at large, and says:

"Unlike many of my fellow-industrialists, I am of the opinion that the present movement is not a quickly passing pseudo boom. Gradually the international wave of mounting economic life is affecting production as well. Reports from France and Belgium sound more hopeful. From neutral countries, particularly South America, Germany's industries are receiving as large orders as before the war. Between England and Germany, too, important exchange trade deals could now be negotiated."

"DOES INDIA KNOW WHAT IT WANTS?"

INDIAN NATIVES want something, and apparently want it badly, but until they know clearly just what they want, how is it properly to be striven for? This is the question put by Mr. Bepin Chandra Pal in the Bengali magazine *Nabya Bharat*, as he examines the attitude of various Indian groups towards the Gandhi crusade for Swaraj, which, translated, means "self-rule." He tells us of Hindu patriots who under this slogan hope for "a new era, a Hindu kingdom in India," and think of the day when the Hindus will become "masters of India," for—

"By *Swaraj*, they understand Hindu Raj. A Hindu will be the President of the *Swaraj* republic and the people of this *Swaraj* will follow Hinduism.

"Religion according to race will be established in the Hindu republic. Hindu customs will again be introduced. India will again occupy a high place among the countries of the world under Hindu influence."

Similarly, he tells us, there are many Mussulmans who want to see their lost glory and destroyed supremacy restored in India, and in consequence—

"By *Swaraj* these people understand Mussulman Raj. The Moslem community still extends over all the countries from Turkey to China, but these Mussulmans are weak and confused. It is not impossible by uniting the whole Mussulman community to build a pan-Islamic federation if the Moslem power becomes supreme in India. This feeling is predominant in the minds of Mussulmans educated on modern lines. It is, therefore, not inconceivable that these Mussulmans are yearning for a Moslem kingdom in India and these Mussulmans always assert that they are Moslems first and Indians next."

This Indian writer avers that he has known many men who want to establish a Hindu kingdom in India. On the other hand, by the words and behavior of the Moslem leaders he is convinced that, if not all, at least some of them desire to see a Moslem empire, but he adds:

"Putting aside the case of Hindus and Mussulmans, it cannot, on taking the native Princes into consideration, be said that a new nation composed of Hindus and Mussulmans is being built in India. In these Native States, the British people are the real rulers and the Princes are more or less puppets. If these Princes understand anything by *Swaraj*, they understand only the arbitrary rule of themselves and nothing else. Then, last of all, the Sikhs in the West and the Mahrattas on the South, from whom the English people have taken the kingdom by force and established British rule, have not altogether forgotten the past. To judge from human nature it cannot be said that these races will not think of regaining the past if opportunities are afforded. Under these circumstances, then naturally crosses the mind the question: This *Swaraj* for which we are crying so much—whose Raj will it be? Is it possible to gain the object if that object is not known?"

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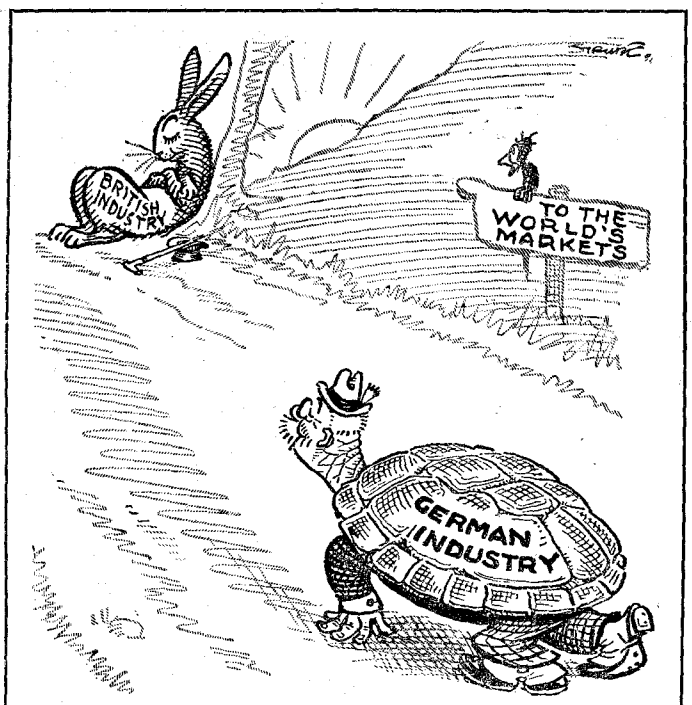
GERMANY AFTER RUSSIAN TRADE

GERMANY, NOT ENGLAND, is playing the leading rôle in Russian trade for the present, according to neutral and American observers in the Baltic states, who say that the race for Russian business is now in full cry, with representatives heading for Moscow on every train. There is special rejoicing among the Germans at this new stage, for they started as long ago as the Treaty of Brest-Litovsk. At that time, we learn from a German journalist, the German industrial experts saw



THE HERR AND THE HARE

—*The Daily Express* (London).

their opportunity in Russia and decided to get it down to a working basis. The Germans divided their commercial projects with the Soviet organizations into three fields: First, they were to supply Russia with agricultural implements, of which the peasants were utterly in want. Secondly, they were to reorganize the Russian transport system, especially in technical matters, and to supply rails, rolling stock, and locomotives. Thirdly, they purposed to furnish chemical and pharmaceutical products, of which there was no stock whatever in the old empire of the Tsars.

There is no doubt that the German industrial and commercial leaders took the question of trade possibilities with Russia much more seriously than did the Russian extremists, writes this German journalist, Mr. G. M. Cahen, in the Paris *l'Europe Nouvelle*, for he humorously tells us that in the autumn of 1917 a Bolshevik, one Sobelson-Radek, confided to him at Stockholm, that "in order to show their gratitude to the Germans for the help extended by the industrials of the Reich, the Soviets were sending them back some hundreds of thousands of German prisoners who had been successfully inoculated with the Bolshevik virus!" This German journalist goes on to speak of a proposed joint effort in Russia between the Germans and an Anglo-American group of capitalists, and he avers that there is no doubt "such an association exists in the Baltic countries." So we ought not to be surprized if a similar arrangement were concluded in Soviet Russia, for there are many reasons in favor of such cooperation. This German informant then proceeds:

"In the first place, is it not quite natural that in this new and revolutionary Russia, business interests should take guarantees against any objections which might be made to the concessions granted them and the contracts made with them by one government that might be replaced by another? Again, is not the best guarantee to form a defense force against such eventualities by grouping these business interests into a syndicate of cooperation and common action? What is more, the need of the German groups on the one hand is for capital, and of the Anglo-American groups for experts. Now Germany has the experts and the Anglo-Americans have the money."

This German journalist goes on to say that there are many people at Berlin who feel sure that such a development of commercial relations could have only the happiest results for the entire body of German interests; but he himself believes that in view of present conditions there are more drawbacks than advantages. To turn the major part of German industrial activity toward Russia is from a political standpoint a mistake, for the close alliance between German financiers and industrials and the Americans, English and Russians, who have very little concern in the biggest burden on Germany's mind, namely, the reparations, would permit the loss in values of capital which would be exploited solely for the profit of a little group of great lords of industry and finance in Germany, to the detriment of the major mass of workers. We read then:

"I have good reasons for believing that my opinion is gradually growing in Berlin, and that these commercial relations are only admitted as a last resource because in the world paralysis of trade the Germans despair of finding anywhere a field for their activities, except in Russia. If French commerce were engaged actively in the Russian and Baltic markets, all German producers would take new confidence. The Pan-German press has supported the theory that Germany is interested in having Russia refuse to recognize its debt to France. In my opinion such an attitude is both deplorable and absurd. In point of fact Germany can only acquire the strength to quit herself of the reparations and the debts that weigh upon her shoulders so heavily if France is restored in her former financial power. As long as the Russian debt is not liquidated there can be no sound structure reared in eastern Europe. Yet after all, there is no reason to be alarmed about all these mysterious financial and industrial combinations of which we have been speaking. What would be really disturbing were to see France continue always to refrain from interesting herself in the economic problems of Russia. For the future evolution of Europe is bound up in this."

WHO WON THE WAR?

The Man who Thinks he did.	The Man who Guesses he did.	The Man who Knows he did.

—*London Opinion.*

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SCIENCE - AND - INVENTION

A DEFENSE OF OLEOMARGARIN

EVEN A WORM WILL TURN; and the oleomargarin industry has now reared up and is defending itself with some spirit against what it conceives to be the unjust attacks of the dairymen, getting in a few offensive movements too, on its own account. Its latest grievance is that certain dietitians have been featuring the richness of butter and butter products in the fat-soluble vitamin, stated to be absolutely necessary to the preservation of life and health. That butter has almost a monopoly of this substance, and that, closely as oleomargarin may imitate it in other respects, it is wofully deficient in this, are conclusions to which, apparently, many authorities have come. They are, however, combated as unwarranted by Dr. William D. Richardson, chief chemist of Swift & Company, Chicago, in a paper read before the Institute of Independent Margarin Manufacturers and printed in *The American Food Journal*. Dr. Richardson asserts that, while oleomargarin in its genesis and early history was to be considered a substitute for butter, it may now be looked upon as an established separate product, functioning as a spread for bread following a rather early custom developed in northwestern European countries. He continues:

"It should be remembered that butter as a spread for bread is used in a comparatively small area of the earth, chiefly in North Europe and America and that in many other parts of the globe it is not used at all. In some places olive oil is the chief fatty product used both for cooking and as such for ordinary consumption; in others tallow drippings; and in the greater part of the world's area, namely, the great rice producing sections, which cereal furnishes the principal grain for more than half the population of the earth, various fats and oils are used in admixture. The use of butter may be looked upon as a local custom altho we who have grown up with the custom are apt to consider it a universal and necessary one. However, the use of the product is a custom with us and the majority in North Europe and America has cultivated a taste for a fat with the so-called lactic flavor instead of for olive oil or tallow drippings or cocoanut oil without the lactic flavor. Hence it is quite natural and desirable that the lactic flavor should be given to the fat designed for table use.

"The necessary food substances now generally known as vitamins eluded detection for many years owing to the fact that they are contained in practically all natural foodstuffs.

"When the first announcements were made of the hypothesis that the growth of children and of animals in general depended upon the presence of a substance which was designated as fat soluble A, which was stated to be present in butter-fat more than in other foods, and these announcements were seized upon by certain extremists, some of them disinterested but more of them interested in a commercial way in exploiting the discovery, to state that the human race was dependent upon dairy products for its continued healthy existence, it might have been foreseen that any such narrow deduction from the premises would not stand the test of time. As a matter of fact many chemists and others, including the writer of this paper, predicted that fat soluble A would be found in a great variety of other foods in sufficient quantity for animal and human needs. This was a foregone conclusion from well-known facts of natural history. Those facts are in brief that milk is supplied by nature only for the nourishment of the young of mammals and the supply is cut off automatically after a time which varies for different species from about one month to about a year. Thereafter none of the species in a state of nature is furnished with milk and milk therefore can not be considered in any sense a natural food for adults.

"In the light of all these well-known facts which have been fully realized by naturalists for years, it seems strange that any one could have been persuaded that vitamins or any other essential food constituent could have a solitary or limited source or be of such limited origin that the welfare of any species and of the human race, in particular, would be dependent upon a sole source of supply. It is not difficult for any one to admit that milk, species for species, is the ideal food for mammalian young, but this admission does not by any means carry with it the corollary that milk and dairy products are the ideal or the necessary food for mammalian adults. If it were so, then nature must have erred grievously in not providing some source of supply for all her mammalian adult family, men and animals. The general facts of natural history indicate conclusively that there is no intention in the scheme of nature to have adult mammals or mankind dependent in any degree for growth, health or general welfare on milk or dairy products. If rats, the experimental animals most used in the past for dietetic experiments, are fed a mixed ration of moderate variety, consisting of the food commonly used on the ordinary table, meat, vegetables, grains and fruits, but without milk or dairy products, they get along very well indeed, without developing dietary or deficiency diseases, showing normal growth and health, except for an occasional ailment or infection to which such laboratory animals are always subject. Such rats reproduce unto the *n*th generation in spite of the absence of their per diem of milk. When to such a diet either oleomargarin or butter is added no noteworthy change results as might have been foreseen and expected. Rabbits and guinea pigs grow to maturity, flourish and reproduce on green things as do the large herbivorous animals, while the carnivorous kinds eschewing vegetable products subsist entirely on meat. These would commonly be considered to be most unbalanced diets, but the addition of dairy products does not change the course of nature."

Not content, however, with setting forth the claims of oleomargarin, Dr. Richardson next proceeds to carry the war into Africa by attacking the dairy industry as indefensibly wasteful in its methods. He writes:

"What would you think of an industry, and particularly a food industry, which to a large extent allows its raw material to decompose and spoil before working it up into the manufactured or finished product, and then, what would you think of the same industry if after manufacturing its principal product, it deliberately threw away, wasted, or only partly utilized, by-products of as great intrinsic value as the principal product and in quantity two to three times as great?

"Yet the dairy industry, considered as a whole, does allow a large portion of its raw material to spoil before beginning to manufacture its product. In one direction it only recovers from 30 to 35 per cent. of the total solids available in the milk. The remainder, amounting from 65 to 70 per cent., is either thrown away altogether, thrown away all but the casein, or degraded into an animal feed instead of being properly conserved for human food. I do not hesitate to say that the dairy industry to-day is the most wasteful example of a food industry in civilized countries. That it should be allowed to continue on its present uneconomic basis is an astonishing example of public indifference, prejudice and failure to understand.

"Economically the butter industry is indefensible on account of the enormous wastes entailed in the nation's human food supply. To a less extent the cheese industry is indefensible although it wastes or debases only milk sugar, salts and vitamins, whereas the butter industry in addition to sugar, salts and vitamins also wastes or debases the most valuable constitutent of all from a dietary standpoint, the casein."

He says, in conclusion:

"The early statements of the vitamin enthusiasts about the indispensability of milk in the adult diet have been refuted by later experiments as could easily have been foreseen, and was foreseen by broad-minded dietitians with some knowledge of natural history. The extreme statements of six or eight years have been modified and modified again until to-day they would be laughed at in their original form."

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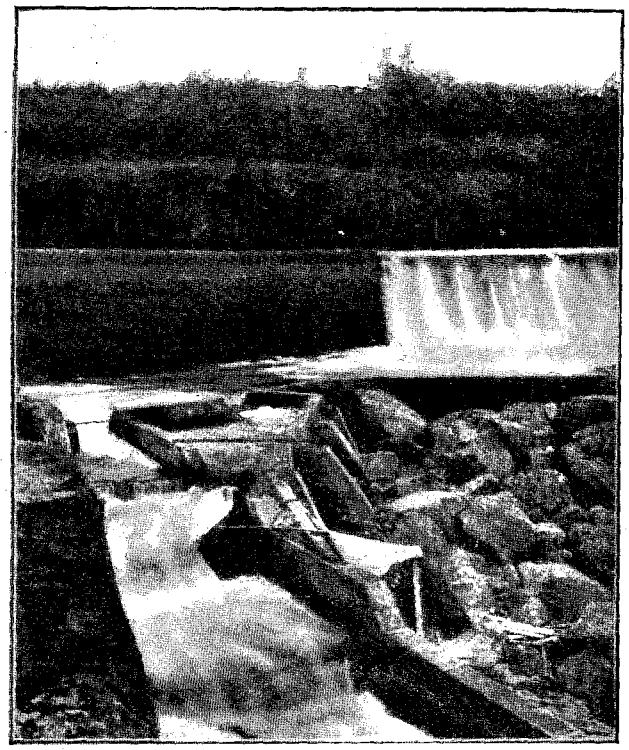
FISHWAYS FOR SALMON

THE ENGINEER who is planning hydroelectric developments in the Northwest should not forget that his dams must be provided with fishways for the salmon that are to furnish the raw material for one of the region's most important industries. Substantial progress, we are told by a writer in *Engineering and Contracting* (Chicago), has been made in salmon fishway design for overcoming high obstructions in the streams of Oregon and Washington, but the problems presented by the construction of a great dam (such as that proposed in the Klamath River in California) in a river supporting a commercial run of salmon has not been previously attacked. We read:

"As a salmon is a large active fish several feet long and sometimes attaining the weight of 90 pounds, necessarily fishways for



Courtesy of "Engineering and Contracting," Chicago.

A "FISHWAY" TO HELP SALMON CLIMB THE DAM

East approach on fishway over the Portland Light & Power Co.'s Dam on the Willamette River, at Oregon City, Ore. The large pools where the salmon can rest are from 15 to 20 feet wide.

his accommodation must be of substantial size. One type of fishway that has been used consists of a deep flume six feet wide divided into six-foot boxes by partitions which have a two-foot notch arranged for spilling water from each box to the next. From eight to ten second-feet of water is required. A better way, however, is to construct the fishway as a series of pools, water spilling from one pool to the next; as thereby, when the physical conditions permit, pools of large dimensions may be obtained with moderate expense. The secret of success with fishways for salmon is to make them of ample size with plenty of water, and to provide frequent extra large pools for resting purposes.

"Fly-fishing, for which an innumerable variety of lures is available, is considered sport; but it is nothing to the sport the fishway engineer has in devising his fishway entrance to entice the salmon to enter, for which purpose he has three lures. One of these is the salmon's migrating instinct; another is his instinct to return to his parent stream, and the third is the salmon's instinct or liking for aerated water, which as a French scientist has pointed out is one of the strong impulses which actuates the salmon in his migration.

"The great dam to be located just above the confluence of the Salmon River on the Klamath River has several natural advantages favorable for the location of a fishway, principally because there is a saddle a short distance away from the dam which will be used for spillway purposes, and where the fishway can be built on a long, easy grade from the water. By taking advantage of the natural slope the engineers may, by building small dams or walls, form large resting pools at frequent intervals. To entice the salmon into the fishway, a big basin adjoining the river is to be the entrance to the fishway. Into it will tumble all the waters from the spillway, and several cascades will be arranged to aerate the water highway."

A NEW SORT OF HOSPITAL

IT NEVER OCCURRED to our hospital builders before, seemingly, that the poor patients in the open wards might be affected by mental comfort and discomfort just as much as by bodily welfare. In fact, "we have behaved as though the patient had a body, but no mind or soul," said Dr. Hugh Cabot, professor of surgery at the University of Michigan, in an address before the Michigan Hospital Association that is reported in *The Modern Hospital* (Chicago). The depressing surroundings in a hospital ward are nothing less than a "psychic insult to the patient," Dr Cabot roundly declares, and *The Modern Hospital* frankly admits that it would be hard to defend the open ward from this charge. But at the very time when Dr. Cabot was thus denouncing the open-ward system, New York newspapers were announcing the approach of the completion of the Fifth Avenue Hospital, called "the only wardless hospital in the world." This new institution, it is claimed, will meet all the requirements specified by Dr. Cabot. It will be nine stories high and will contain 300 private rooms and no wards. It is on Fifth Avenue, facing one of the most beautiful parts of Central Park. Says *The World* (New York):

"The construction plan is unique. In order that every room shall be an outside room, with plenty of light and air, the building will be in the shape of a great X, with semi-square structures at the ends of the cross-bars. There will be no wards, not even any two-patient rooms. Each patient in the institution will have a room to himself, also a bath. Yet in spite of this exclusiveness, and in spite of the fact that everything in connection with the institution is to be of the best quality and most modern nature, one-half of the bed capacity is to be for the free, or semi-free, use of the public. The rates are to be 'from nothing up' and particular attention is to be paid to that class of patients who are not extremely poor, who do not desire to accept the charity of a free ward in a public hospital, but to whom the rates of an ordinary high-class hospital would be prohibitive."

The new hospital's rates are to be based on the patient's ability to pay, and an endowment of $1,500,000 has been provided to maintain the hospital as planned. Going deeper into the idea of an escape from depressing surroundings, *The Architectural Review* says:

"The anesthesia rooms are so placed that the patients will not come in contact with anything that suggests a surgical operation from the time of their arrival until they are placed under the ether. These rooms will look like small parlors, with curtains, wooden furniture, etc., and will have buff painted walls, instead of the usual white marble or tile. They will be especially ventilated to remove any fumes of ether that might annoy patients."

The walls will be equipped with deadeners, so that the sounds of the delirious will not reach other ears. Each room in the hospital will be regulated separately as to temperature. One room may be warm enough to induce perspiration, while that adjoining it may have a zero temperature.

The New York *Evening Telegram* says:

"Another feature of the hospital is the entire floor devoted to the care of children, from the new-born babe to the boy or girl of fifteen. Glass partitions instead of solid walls will be placed in this department. These will provide the necessary isolation, but will permit the patients the pleasure of seeing the other little ones. On this floor will also be one outside and four inside

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playrooms, which will be liberally supplied with toys, games and picture books."

The hospital will contain a complete nurses' home, according to the New York *Tribune*, and each nurse will have a furnished room; and the New York *Herald* adds that no nurse of fewer than two years' experience will be permitted to attend a patient at a bedside, a plan which will insure competent ministration to every patient. But the crowning glory of this twentieth century hospital, says the New York *Times*, "will be the entire absence of those long, awful looking, bed-lined apartments known as wards, reeking of disinfectants and filled with the sight of suffering."

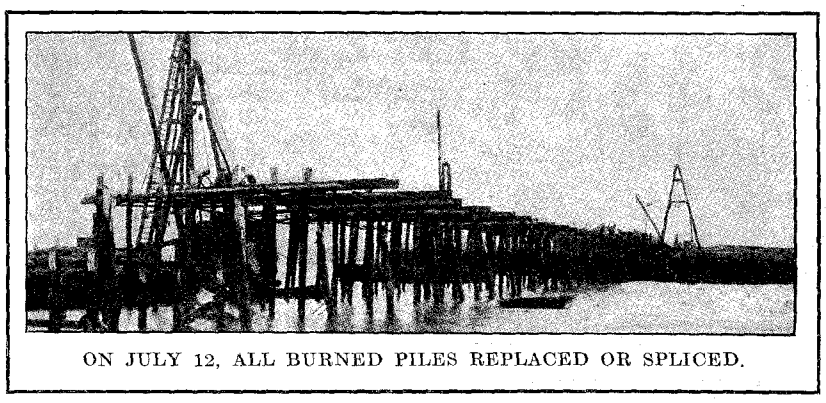
It is something of a revelation to know that the new hospital will be operated at practically the same cost as those having the ward system, which was believed to be justified by the saving. The Fifth Avenue Hospital is the dream of Dr. Wiley Woodbury, a former lieutenant-colonel in charge of the base hospital at Camp Upton, Long Island. He has planned hospitals in Belgium, Siam, Australia, China and the Philippines.

Illustrations by courtesy of "The Scientific American," New York.

AFTER THE FIRE, EARLY ON THE MORNING OF JUNE 17.

BUILDING A BRIDGE IN TEN DAYS

ALL BRIDGE-CONSTRUCTION records are said to have been broken by the replacement of the Point of Pines bridge over the Saugus River, between Lynn and Revere, Mass., early in July. The new bridge, a wooden structure 400 feet long and 33 feet wide, was put up in ten days and cost $33,000. Counting the clearing away of burnt parts before reconstruction could begin, the whole job took exactly 13 days, one hour and twenty minutes. A bare 31 days elapsed between the burning of the old bridge and the throwing back of the gates on July 18 to permit a parade of automobiles across the new structure. Traffic on the main highway to the north shore of the Saugus was thus resumed in a minimum of time. Says E. W. Davidson, in an account contributed to *The Scientific American*:



ON JULY 12, ALL BURNED PILES REPLACED OR SPLICED.

"The train of events leading up to this remarkable undertaking started with the fire on June 17, partly destroying the original structure across the Saugus River. That fire broke a vital traffic artery. On the following day the Metropolitan District Commission announced that a new bridge would cost between $60,000 and $150,000 and no funds were available. But in view of the fact that a $50,000 State emergency fund existed, the Commission's engineers started specifications, anyway. On the 21st Lynn, Revere, and the town of Swampscott asked the Commission for a temporary bridge. A hearing was announced on the 23rd and held on the 30th. In the interim the Commission's engineer had reported that to build a bridge costing $150,000 would mean shutting off travel for six months.

"This suggestion of delay, with the summer's heavy automobile travel just starting, worried Lynn and Revere not a little. But on the 29th, the day before the Commission's hearing, the big electric company, with works near the Lynn end of the bridge, offered to rebuild the bridge in temporary form at cost within 15 days.

"Engineers scoffed, but H. S. Baldwin, department engineer of the General Electric, was sure it could be done. That afternoon Mr. Baldwin went out in a rowboat and inspected the ruins. That night complete tentative plans and estimates were made.

"The next day after the hearing the Commission decided to let the electric company go ahead. The city of Lynn appropriated $40,000 to finance the work and Governor Cox gave assurance that the State would reimburse the city next winter when the Legislature meets.

"Detail plans were drawn July 2, the engineers finishing them in the small hours of the next morning, so that they could be given to contractors for bids. The contract was let at $14,200, and the electric company agreed to furnish the materials and supervision for $20,000.

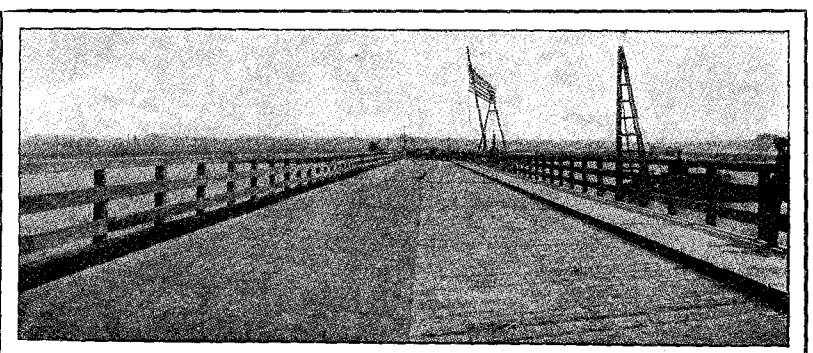
"On the morning of July 4 steam derricks appeared at the bridge and work started tearing off the damaged deck and weakened piles. Three days later new construction began.

"Storms and heart-breaking obstacles interfered from the start. At first it looked like a month's job. Flood-lights were put up and the work drove ahead night and day. As days passed, the outlook grew brighter.

"By July 12 all the caps except on six spliced joints at the Lynn end of the bridge were in position. On the 14th it was possible to cross the bridge on the loose planking while the cross bracing went ahead swiftly.

"When the job of laying the wearing surface of 2-inch spruce planks began, the workmen were sure that sawing would take ten days to two weeks. An individually motor-driven circular saw table with mitering arrangements operated by two experts was rushed out from the Lynn Works. The planks were cut at the proper angle as fast as they could be fed. The laying of the planks was so swift that Mayor Creamer was able to drive the last spike on the 18th, and the bridge was done.

"Only the best materials have been put into the structure. The new piles are of oak; the stringers, caps, deck, fence, post and hand-rails are of long leaf hard pine, and the wearing surface of spruce; 270,000 board feet of lumber have been used. Instead of a temporary bridge, it is made as well as, if not better than, the original structure and is guaranteed for ten years."



COMPLETED BRIDGE ON JULY 18, TEN DAYS AFTER WORK BEGAN.

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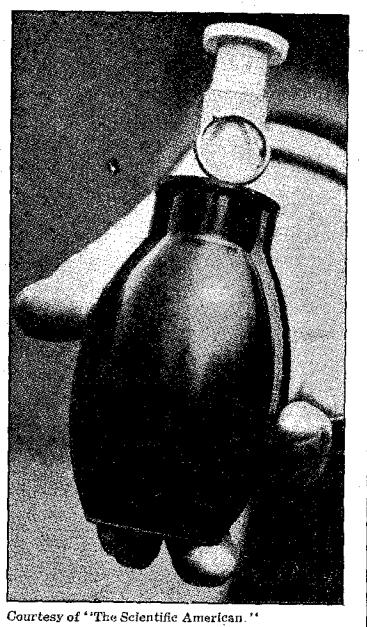
TEAR-BOMBS FOR MOBS AND BANDITS

THE PHILADELPHIA POLICE think that they now have the means of stopping a charging mob or a fleeing bandit, putting either out of commission and yet inflicting no permanent injury. This is to be done by grenades throwing out a gas similar to the "tear-gas" used in the late war. Experiments with such bombs in South Philadelphia are said to have been eminently successful. William A. McGarry, writing in *The Scientific American* (New York,) says that the bombs are "quite as effective as rifle or revolver fire, and far less deadly." Two types shortly will be on the market for use by the police and also by banks, storekeepers and paymasters. One contains the familiar lachrymose gas, the other what is known as "stunic" gas, which stuns one who inhales it, leaving him virtually unconscious and utterly helpless for some minutes. Writes Mr. McGarry:



Courtesy of "The Scientific American."

POLICE TEAR-BOMB.

Showing its size in relation to the human hand.

"The effect of the tear-bombs shown to the police in that city is identical with that caused by the lachrymose gas used by the Germans. The gas causes irritation of the lining of the eyelids and of part of the eye itself, so intense and painful that it is impossible for the victim to keep his eyes open, and he is rendered helpless for from five to twenty minutes. In no case is there any permanent ill effect.

"Knowing that the results would be exceedingly painful, the rookie squad nevertheless volunteered to be the victims of the demonstration. They formed themselves into a 'mob' about one hundreds yards away from the police, and charged. They were permitted to cover about half the distance before the bomb-throwing started.

'Four bombs then were hurled in the path of the charging men. The seven-inch rubber containers bounced once or twice and then exploded one after another, with sharp reports. Dense clouds of white vapor rose, spreading slowly in all directions to almost unbelievable volume. This soft, white vapor, shifting before the light breeze, might have been a stone wall. It brought the 'mob' to a dead stop within fifteen feet.

"The mechanism of the bombs is extremely simple, and this is the feature that is expected to make them popular with the police and with paymasters who must travel lonely roads. They are exploded by a spring detonator that is generally set for five seconds, altho this may be regulated to suit. It is claimed that with a little practise a bank teller, for instance, could learn to snatch up one of the bombs with either hand and set the spring with a slight pull of his thumb. A demonstration of the stunic gas within a building was given at the same time as the tear-gas exhibition, four bluecoats offering themselves up for sacrifice. They were unconscious from five to ten minutes each, as only sufficient chemical was used to show its effectiveness.

"The police are particularly hopeful that the bombs will be of value in chasing motor bandits.

"Some months ago a Trenton motorcycle policeman was shot and killed by a boy automobile thief fleeing from that city. He had overtaken the car and rode alongside, or within a few lengths, for nearly a mile before he was struck with the fatal bullet. It is contended that had he been equipped with a tear bomb his life would have been saved, in all probability, as he had plenty of opportunity to throw it into the car. Another advantage of the bomb for this kind of work is that it makes a stain on motor varnish by which the car may be recognized by police elsewhere, if the driver escapes his first pursuers.

"'These bombs will not be used against every crowd that creates trouble,' says Superintendent Mills. 'They are for use only against mobs bent on destruction; mobs that assume dangerous proportions and that can not be dispersed by ordinary methods. A bomb squad is being formed for each police division, and these men will be trained in the use of the new weapons. Only men who can keep their heads in emergencies will be appointed to these squads.'"

HOW CHILDREN GROW

TALL CHILDREN reach their full growth sooner than short ones, but growth in height is so regular that a child's height in subsequent years may be foretold with some accuracy. One child may be four or five years older, physiologically, than another whose age is the same in years. Country girls mature earlier than city girls. Children pick out as playmates those of the same degree of maturity, not those of the same age chronologically. Physiological age, or degree of maturity, should be taken into account in educational work and in child-labor legislation, instead of actual years. Growth in weight is more variable than growth in height, and depends more on season and environment. These and other interesting conclusions are drawn by Prof. B. T. Baldwin, director of the Iowa Child Welfare Research Station, in a recent book on "The Physical Growth of Children." We quote as follows from a review in *The University of Iowa Service Bulletin* (Iowa City):

"The height of children doubles during the first six years after birth and the weight increases four times. The greatest increase is during the first year in both height and weight.

"The most significant conclusion for Iowa boys and girls lies in the fact that they are above the average of the United States in height. They begin soon after birth to lose weight in proportion to their height. This becomes more evident as the ages increase. Here is probably a nutritional and health education problem, showing the need for physical examinations, medical inspection and directed play. Rural Iowa children from birth to six years of age are above urban Iowa children in stature and weight.

"As a rule, tall boys and tall girls reach their period of maximum adolescent stature earlier than do short ones.

"Tall children at any age remain relatively tall under normal conditions. Growth in height is comparatively so uniform that one can prophesy with a relatively high degree of accuracy how tall a young child will be at subsequent years.

"The application of mathematical formulæ reveals a great probability that a tall boy or girl at six years of age will be a tall boy or girl at twelve years of age; a tall boy or girl at nine or ten will be tall at fifteen or sixteen years of age. Under the conditions obtaining the height of the boys or girls may be predicted within three or four centimeters for periods of six or eight years.

"Among children who are best developed from a physical point of view there is no fixed age for physiological development. Physiologically speaking, adolescence does not begin at the same chronological age for all normal boys or for all normal girls. Boys or girls of the same chronological age may differ in physiological age from one to four or five years and still be normal in physical development.

"Girls from the country and from the smaller cities (under 11,000 population) mature earlier than those from Chicago and New York, the median ages being respectively thirteen years, seven months, and thirteen years, nine months. This conclusion substantiates the similar conditions found for boys. These results are supplemented by 200 X-ray photographs on normal and superior children, which furnish additional criteria of physiological age.

"Boys not only grow very differently from girls, but their development is decidedly more highly correlated in its varied aspects. There is a biological difference between the growth of boys and girls during these ages from seven to seventeen.

"A few applications of the concept of physiological age to child development may be cited.

"Physiological age has a direct bearing on *physical training* and *directed play*. Not only do children naturally play with boys and girls of their same physiological age, but the types of games in

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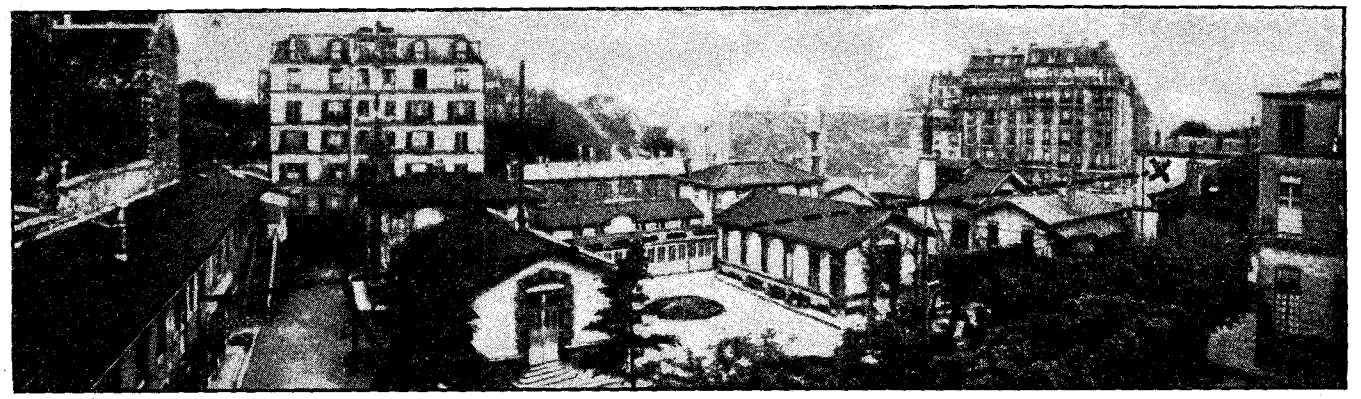


Photos copyrighted by Kadel & Herbert. Courtesy of "The Popular Science Monthly."

X-RAYS STRONG ENOUGH TO TRAVEL 262 FEET, AS INDICATED, AND PRODUCE RADIOGRAMS SHOWN BELOW

which they participate are dependent upon the stage of physiological maturity.

"Physiological age is directly related to *stages of mental maturation.* The physiologically more mature child has different attitudes, different types of emotions, different interests, than the child who is physically younger tho of the same chronological age. While a child may be precocious intellectually, and have a higher intelligence quotient and pass beyond its chronological age in the development of certain mental traits, other type traits indicative of mental maturity may be undeveloped.

"Another study shows that at each chronological age the physiologically accelerated boys and girls have a higher mental age than those of the average or below the average physiological age.

"The larger and physiologically more mature child may be able to do certain types of school work better, altho of inferior ability in specific traits which have been greatly emphasized by school curricula. No child should be promoted or demoted without taking into consideration his or her physiological age. Girls may be expected to progress more rapidly than boys.

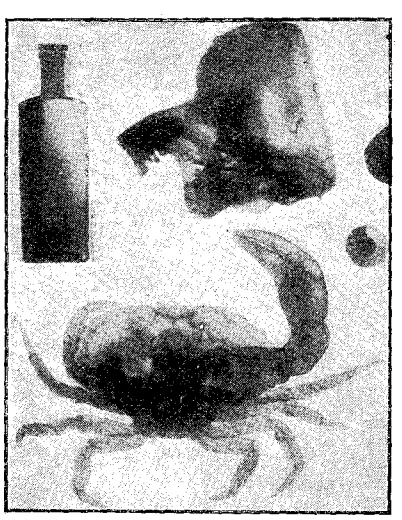
"Child labor legislation should take into consideration the physiological development as well as chronological age and school standing. Some children are sufficiently mature physically to meet the requirements of an age limit of fourteen or sixteen, while others are immature and in a stage of physiological growth where more school training, more physical training and more opportunity for physical development are essential."

X-RAYS GROWING MORE POWERFUL

THE cheering conclusion, recently quoted in these columns, that X-rays are no longer dangerous, owing to improved methods, is not accepted by G. Contremoulins, chief of the principal radiographic laboratories in Paris hospitals, who writes on the subject in *Popular Science Monthly* (New York, October). They may be safe for the operators, and for the patients, but the rays now in use are so powerful that they may do damage to innocent persons at a distance; and Mr. Contremoulins is not so sure that the precautions taken to protect operators are perfectly satisfactory.

Five months after the discovery of X-rays, he says, an exposure of eight hours was required for a radiograph of a profile head, the tube being placed ten inches from the sensitive plate. In April, 1921, a similar image was obtained in four hours at a distance of ninety yards. This means that the radiation is more than twenty thousand times stronger than in 1896. He goes on:

"With the very weak radiation that I have used for my experiments, corresponding to the ordinary radiographic and radioscopic work, it has been easy for me to obtain images of metallic objects and human bones placed on a sensitive plate fifteen feet from the radiating source, altho the rays passed directly through a slab of marble an inch thick, a sheet of lead one-tenth of an inch thick, and a flooring eight inches deep, built of oak boards and rough plaster.



PHOTOS MADE 262 FEET AWAY

By X-rays traversing the path indicated above by the dotted lines.

"Fifty feet from this same source I have been able in four hours to fog a photographic plate placed behind a wall of brick and stone twenty inches thick. Also in the same time I have obtained a correct radiograph of a skull and a crab, two hundred and sixty-two feet from the X-ray machine. All these experiments were made with a seventeen-centimeter spark and two milliamperes of current.

"If photographic plates are so readily affected by these rays, we must admit that animal cells also are affected to an appreciable degree. The X-rays that are being used to cure a patient may at the same time inflict radiodermatitis on other persons exposed to their influence in adjoining rooms or buildings. Nothing will suffice for safety but to cover the walls and floors of X-ray rooms with sheets of lead from a quarter to half an inch thick, according to the power of the source and its distance from the lining.

"As an experimenter from the very first discovery of the X-rays, beginning in February, 1896, I shall probably end in the manner of my late associates, but at least my own experience may benefit others. I was able, up to the war, to direct my laboratory at the Necker Hospital without having received injury. Research work with foreign bodies carried on during the war with army material, which allowed no efficacious protection, has given me inflammation of the skin of my hands, justifying my fears.

"Biologic reactions from X-rays take two forms. The first is a skin lesion known as radiodermatitis, caused by the skin absorbing a large quantity of radiations. The second results from the improvements in X-ray tubes and the use of filters absorbing the radiations of long wave length, currently named 'soft radiation.' This reaction takes place deep beneath the skin upon the active cells that are the most vulnerable. It is principally the internal secretion glands that are affected. Among those who continually receive even weak doses, a gradual lessening of vitality takes place, leading slowly to a physiological impoverishment that inevitably carries them off sooner or later.

"The problem of suitable protection is becoming a serious one. It is no longer a question of 70,000 to 90,000 volts in action, but of 200,000 volts under three milliamperes. And when we reflect that recent investigations in the treatment of cancer show the necessity of twelve to fifteen hour radiations with extremely penetrating rays, we must ask with anxiety what will happen to innocent people in neighboring parts of the building.

"Use of such X-ray energies should be regulated by the authorities along with other 'dangerous occupations.'"

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STANDING UP FOR AMERICAN ART

A DECLARATION OF DEPENDENCE is something new for American ears and seemingly something too much for American nerves. So when an eminent portrait painter like Miss Cecilia Beaux told the International Art Congress assembled in Paris that "America has no national art and must continue for many years to come to look to France for inspiration," she spoke words that are meeting repudiation. It was perhaps a desire to hear the eagle in terms of a cooing dove rather than its frequent screaming that led Miss Beaux to say "America is constantly striving for its own national art, and in time it will come, but for many years we shall have to find our chief inspiration in Holland and Italy, and especially in France." Twenty-four countries were represented at the Congress and since, as the Associated Press dispatch informs us, "the delegates were unanimous in agreeing that art should be given the opportunity to promote international amity and prevent future wars," Miss Beaux may have wished to escape any charge of chauvinism. Comfort for wounded feelings may be found in that part of the dispatch declaring that "in the course of informal discussions after the first session some of the delegates said specimens of American art they had seen indicated a national school already had been established in its preliminary stages." One of the earliest aggrieved voices sounds in the Philadelphia *Ledger* which refers to Miss Beaux as a "native of Philadelphia, many times medalist at the Pennsylvania Academy and a Doctor of our University, an artist whom her own community is delighted to honor as her conspicuous attainment has deserved," but doubtless here deserving a rebuke:

PAINTED BY CECILIA BEAUX.

A Philadephia artist, who thinks American art must for many years yet look abroad for "inspiration." The opinion is unpopular.

"No foolish chauvinism will keep our painters from learning what they can in Europe. But some of them—as is seen each year at the annual exhibition of the Pennsylvania Academy—have found already in this country plenty of material that lends itself to imaginative description with the brush, and have treated it with vigorous individuality of method. If our painters have as a rule eschewed the sensational vagaries of those who defy all conventional ideas of form, proportion and perspective, that very tendency to common sense and self-restraint is, we like to believe, characteristic of the life of America which it is the effort of our own art to depict."

Through its secretary, Julian Bowes, the League of New York Artists, Inc., a society composed of more than 3000 American painters and sculptors, also takes exception to Miss Beaux's words. In his letter to the New York *Tribune*, Mr. Bowes observes:

"In view of this particular artist's remarks it is pleasing to American ears to hear that the French and other nationalities represented at the conference had agreed that the specimens of American art they have seen indicated a national school already established in this country.

"This is not only true, but the American people have now begun a movement to clear the way and make free the exposition of all developments in the arts and crafts. They are demanding the new notes as soon as they can get them and the absolute freedom of the artist in exhibiting his work, that nothing may be lost to the honor and glory of their Republic.

"To-day our oncoming artists are technically as proficient in almost all departments of arts and crafts as were the men of any period of design history.

"America is now turning her attention to the recording of her achievements in art. Architecture has taken a new lien on life, and no longer relies upon the design of the past. American engineers, true artists, have surmounted the highest plane in human achievement, and have long since placed America foremost in civilization.

"American artists are and should be thankful for the traditions of European countries, but it must not be forgotten that we have our own traditions as well. Such men as Robert Fulton, Samuel F. B. Morse, and many others, were artists and gave to the world the steamboat, the submarine and the telegraph. Others of lesser distinction have contributed their share to the civilization in which America leads.

"From the cloud of the World War just concluded America emerges with head erect and with face toward the future. The great spirit of adventure is still in the veins of American artists, and the urge to create has now manifested itself in full force."

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Treating the subject of a "national art" broadly, an editorial in *The Tribune* tries to offset the cabled remarks in pointing out that "the quasi-official status of a body of this sort sometimes gives to the pronouncements of its members a sanction and a reverberating effect they do not invariably deserve." Then going on it asks and answers:

"What is a national art? The critic who conclusively defined it would work a miracle, for different nations give it a different significance. In Italy, during the Renaissance, it meant a widespread burst of artistic energy, strongly influenced by the patronage of the Church. In Spain art was an imported luxury, only nationalized, rather late in the day, by a handful of brilliant painters, Zurburan, Murillo, El Greco, Velasquez. And, paradoxically, the greatest of these, who might almost be said to constitute the Spanish school, Velasquez, dowered his nation by realizing his own ideas. He points to the core of the whole problem.

"Personality is the central source of every national school. Italian art is the art of a Bellini or a Titian, a Raphael or a Michael Angelo; German art is the art of a Dürer or a Holbein. In the Low Countries it is a Rembrandt or a Hals, a Rubens or a Van Dyck, who stands for the national background. In England it is Hogarth or Reynolds. France is the only country whose art has been nationalized through alliance with the state, and if academic solidarity and discipline have occasionally been justified of their children it is nevertheless true that the outstanding masters of the school have triumphed through sheer personal power, from Claude and Poussin down through Watteau to Ingres, the Romanticists, the Barbizon men and the Impressionists. Briefly, a national art connotes the ministrations of intensely individualized men, and there our very youth, perhaps, has caused us to develop an impressive number of remarkable artists.

"Stuart and Copley affirm the fact, despite their allegiance to eighteenth-century English tradition. Once we come down into the modern era, pausing on admirable painters like Sully and Morse, we encounter some of the highest types to be found anywhere. Inness, Wyant and Homer Martin are among them, pioneers in a landscape school that has never lost its vitality and distinction. Winslow Homer appears, as racy a painter as ever lived. John La Farge enters the field, painter of landscape, flowers and the figure, mural decorator, designer of stained glass, a kind of universal genius. American art produces men of imaginative power like Elihu Vedder, Albert P. Ryder and Abbot Thayer. It adds to the painters of Venice the greatest since Turner, William Gedney Bunce. In creative originality it can claim Whistler, in technical virtuosity Sargent. It has had a Saint-Gaudens in sculpture; in architecture men like Hunt, Richardson and McKim. But we need not multiply names. We have cited as many as are necessary to enforce the point that in our own time, as in the past, a national art is indicated in the emergence of gifted men from a nation's loins."

In matters of form and composition, this writer points out, "our school, as a school, can still profit by discreet contact with French art." But—

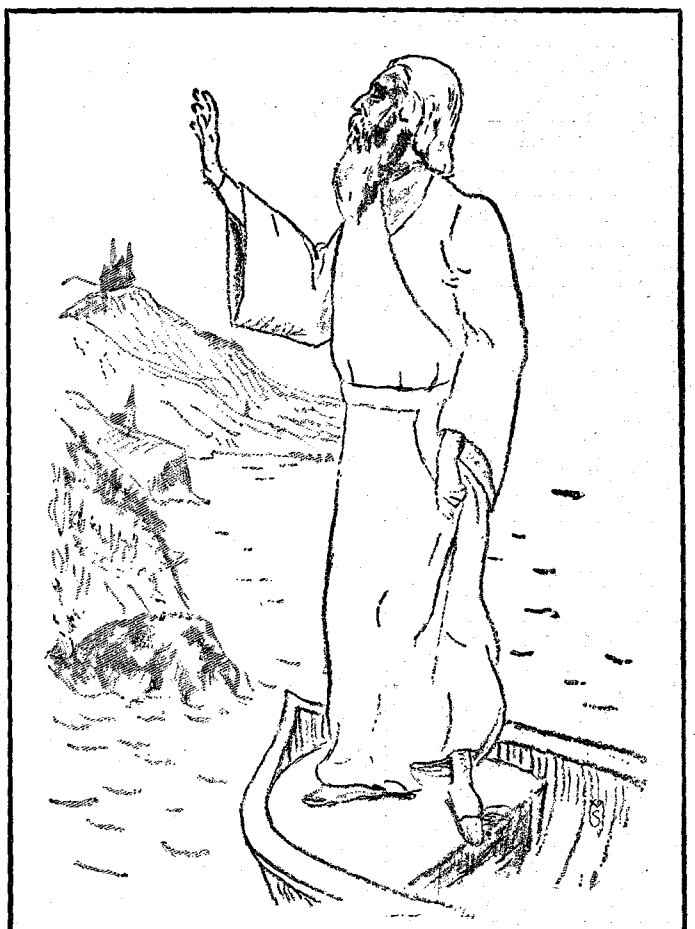
"Even the weakness of our rank and file runs the risk of falling into a deeper pit if it leans too confidently on the arid, cut-and-dried formulas into which the Salon has lapsed. Moreover, with all our deficiencies on our heads, it remains true that almost any exhibition of miscellaneous American art to-day will exhale an atmosphere of energy, freshness and sincerity not to be surpassed abroad. We are second to none in abundance of mediocrity. There are quite as many dull and stupid painters in the United States as there are in Paris or London. But the proportion of men of talent is just as encouraging here as there. In landscape painting we are magnificently in the van. This is not a matter of patriotic sentiment; it is a matter of demonstrable fact.

"Nowhere do we meet more frequently than among commentators on American art 'a certain condescension in foreigners.' The English and the French are fond of patronizing us. Before the American meekly kisses the rod he ought to run through a Salon or a Royal Academy. Then let him ask himself if we are really so far behind in the making of a national art. If he considers the only relevant test, the one which we have outlined above, he will admit that an American accent in painting exists; that it is unmistakable, and that it gives us a place among the nations not to be lightly denied."

WHAT CENTRAL EUROPE READS

WITH TAGORE A BEST SELLER in Germany one ought to look for a more peaceful frame of mind among the people of the new republic. But our favorite phrase hardly describes the poet's vogue. "Terrifically popular" is the way Mr. Alfred A. Knopf, the New York bookseller, describes it to an interviewer for the New York *Evening Post*. Our paltry one or two hundred thousand for the most widely read popular novel is not to be mentioned alongside the record of the Indian Seer. Mr. Knopf says:

"When I was in Berlin, Tagore's publisher placed an order for



PEOPLE OF EUROPE, KEEP YOUR "BLESSINGS" TO YOURSELVES.

Thus the *Nebelspalter* (Zurich) represents Tagore's attitude toward European missions in Asia.

1,000,000 kilograms—more than 2,000,000 pounds—of paper for his books. That is enough for 3,000,000 volumes."

Germany is serious minded in its other reading as we learn from the same source:

"Germany has turned to the reading of works on philosophy, art, and religion, and such books are far outselling works of fiction. Such works, for instance, as Keyserling's 'Das Reisetagebuch eines Philosophen' (the Travel Diary of a Philosopher), which is a bulky book in two volumes having more than 1,000 pages, has sold upwards of 50,000 copies in Germany. In addition to Tagore's works, Spengler's 'Das Untergang des Abendlandes' (The Downfall of the Eastern Countries) is having a phenomenal success.

"The adverse exchange has practically cut off the supply of foreign books from Germany. They simply can't afford them. I saw for sale in Munich French books that had been printed in Vienna and English books printed in Berlin."

Mr. Knopf's recent journeyings took him into Scandinavian countries also. His mission was to interest the Continental

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publishers in the younger American authors, especially novelists, who are almost unknown outside of England. He got a curious side-light on a recent Nobel Prize author, one time a Chicago street-car conductor:

"It was his plan to call on Knut Hamsun. The story runs in Norway that Hamsun is perhaps one of the most difficult men in the world to see, and he has not been interviewed within the memory of man. He is too nervous to meet people, he says, and lives in isolation on his farm near Grimstad, Norway, where he raises stock and writes books.

"'He will not have a single animal on his farm die any other than a natural death,' said Mr. Knopf. 'Nevertheless, he raises stock for profit, and so whenever he has occasion to sell any animals the purchaser must sign a contract not to kill or hurt them.'

"Mr. Knopf learned that to reach Hamsun at Grimstad, he would have to take a steamer at 11 o'clock at night, get off at 4 o'clock in the morning, go to a little hotel near by and wait, catch a boat back at 4:30 o'clock the next morning, to reach his starting point again at 10:30 o'clock that night. Nevertheless, he was undaunted, and asked Hamsun's publisher to try to arrange the *rencontre*.

"But, alas! when the publisher sent a note to Hamsun, he received an emphatic reply. Mr. Hamsun's nerves simply wouldn't stand the ordeal. It upset him to an inconceivable degree to meet any one, any one at all. It couldn't be done. The other day a French colonel, motoring through the country, had stopped at his door, had bowed seven times and said seven words, and the nerve-shattered Hamsun had had to bow seven times and say seven words! It was terrible! He was just now recovering. And then he ended the letter by saying plaintively: 'Isn't it too bad, Mimi has died?' Mimi was a cow, it seems, and he had just had finished for her a lovely new cowshed, but before the last stone was laid, poor Mimi herself lay down and died. Poor Mimi! Her beautiful byre wasted!

"According to Mr. Knopf, Hamsun has never seen even his publisher. All business is transacted by mail, and the writer flatly refuses to talk or meet in person the man who makes his writings into books.

"While Hamsun is the great literary figure of Norway, he is not the most popular. A woman, Sigrid Undset, is the Norwegian Zane Grey or Edgar Rice Burroughs, or Gene Stratton-Porter. Books are not cheap in Norway as they were in the days before the war. Hergesheimer's 'Java Head,' published in paper covers, sold for 9½ kroner, he said, which is little known in Scandinavia. Willa Cather is probably best known. The Scandinavian reader likes 'O Pioneers' and her other works of this flavor.

"Practically the only American books which are published in Germany and the Scandinavian countries are adventure stories, Western and mystery tales, and in general the cheapest of our fiction.

"Believe it or not, 'Main Street' hasn't yet penetrated to Germany. Several hundred copies have been sold in England."

FINGER-PRINTS TO SETTLE ART DISPUTES

ENGLAND'S MINIONS OF THE LAW settle her art problems where her critics fail. The law courts, a few years ago, proved almost the whole tribe of critics at fault over the genuineness of a painting attributed to Romney. Now Scotland Yard has settled an even more difficult problem involving the work of Leonardo da Vinci. The pseudo-Romney was reputed to be a group-portrait of Mrs. Siddons and her sisters, which one famous critic declared he would hold to be Romney's work if God Almighty maintained the opposite. The litigation was ended by the chance discovery of the original sketch signed by Ozias Humphreys. The National Gallery has a "Virgin of the Rocks" similar in essentials to the same subject by Leonardo da Vinci in the Louvre. The British Gallery had paid $45,000 for it, but art connoisseurs were nowise unanimous on the matter of its coming from the same hand. Scotland Yard by its finger-print process proved literally that it did, and the art world is afforded a sensation. In the Boston *Post* occurs the interesting story:

THE LOUVRES LEONARDO

"The Madonna of the Rocks," whose genuineness is unquestioned.

"Modern criminology has given the answer. The police made reply where art critics could not. An expert inspector in the criminal identification department of the Scotland Yard pointed to the finger-prints and said: 'This is the work of Leonardo da Vinci.'

"Sir Charles Holmes, an eminent art critic, one day not long ago determined that it was time, once and for all, to decide if the National Gallery had been tricked out of $45,000 and a claim to a treasure. He knew that much of the exquisite modeling of the oil painting had been done by softening the still wet paint with finger and thumb tips. The prints of these fingers remained clearly defined, no matter who the painter was or how long ago he did his work.

"He did not have to sign his name. On the canvas, in the whorls, arches, loops and dots of his finger-prints he wrote his identity. A half a thousand years ago, perhaps, he never thought of it. It took Holmes to realize it and a modern police criminologist to read that unintentional signature. Great painters in the past were often subject to strange whimsicalities, to odd little tricks of marking a masterpiece so that it could be known, with signature or without, as theirs. But no trick ever was as successful as that of finger-traced hieroglyphic. "It was easy work for Sir Charles Holmes.

"First of all, he selected half a dozen examples of Leonardo's works, about which there was no possible dispute as to authenticity. Then he obtained the collaboration of the police.

"Scotland Yard's expert examined all the finger-prints on the six sure examples. Then he was taken to the Louvre, where he examined the painting there, declaring it undoubtedly genuine. Last of all, he examined the National Gallery painting—and announced also that it was genuine.

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"One wonders whether the shadow of Leonardo is happy, now that his trick of making a copy of his own painting has been discovered, and his name has been connected in the papers with the police.

"Leonardo was a man of strange fancies, anyway. The world knows him as one of the greatest of universal geniuses time has ever seen. Not only was he a painter without a superior—to use Gautier's phrase—in the history of art, but also an inventor, architect, engineer, sculptor, naturalist, philosopher and man of science.

"But he was more than all this. Michelangelo was profound, definite, persevering, overwhelming. But Leonardo was, in John Addington Symonds's words, 'the wizard or diviner; to him the Renaissance offers her mystery and lends her magic. Art and science were never separated in his work; and both were not infrequently subservient to some fanciful caprice, some bizarre freak of originality. Curiosity and love of the uncommon ruled his nature.'"

Having settled the question of Leonardo's imitation of himself the next that follows is, "Why should he do it?"

"Leonardo cannot answer. But he did it, for his finger-prints tell the story. One 'Virgin of the Rocks' was a unique masterpiece. But a second 'Virgin of the Rocks' is—what?

"'How mysterious, how charming and how strange,' writes a French critic of the painting at the Louvre, 'is this "Virgin of the Rocks." A kind of basaltic cave, in which flows a stream that through its limpid water shows the pebbles of its bed, shelters the holy group, while beyond, through the arched entrance to the grotto, lies a rocky landscape, sparsely set with trees, wherein a river runs; and all of this is of such an indefinable color that it seems like those faint wonderlands through which we wander in our dreams. And the adorable Madonna, with the pure oval of her cheeks, her exquisite chin, her downcast eyes circled by a shadowy penumbra, on her lips that vague and enigmatic smile which Da Vinci loved to give the faces of his women—she is a type all Leonardo's own, and recalls nothing of Perugino's Virgins, or of Raphael's.'

"Tho very similar in general effect 'The Virgin of the Rocks' in the National Gallery differs from that in the Louvre in one important particular. In the former the angel does not look directly out of the picture nor point to the infant Baptist. The gilt nimbuses over the heads of the three principal figures, as well as the reed cross which rests on St. John's shoulder, are additions of a comparatively late period, and the right hand of the Virgin has been repainted. In general, the National Gallery picture is softer in outline and less severe.

"The weight of criticism in recent years was in favor of the hypothesis that the Louvre picture was the original, and that the 'Virgin of the Rocks' in the National Gallery was a replica, probably painted under the master's supervision and perhaps in his studio. It was imagined that the English-owned painting had been executed by Ambrogio de Predis.

"However, the affair is settled now. A whim of the whimsical Leonardo started it. The love of art critics for argument and the mystery of the two copies continued it. But it took a police inspector to end it."

THE NATIONAL GALLERY EXAMPLE.

Whose genuineness has been established by finger-print tests.

Leonardo was the foremost scientist of his age, but the Cincinnati *Times-Star* thinks he would have "scoffed had he been told by medieval savants that five hundred years after he had painted certain of his virgins, the authenticity of his work would be proven by the thumb-prints which he unconsciously had left upon his immortal canvases."

"But we of to-day look upon this latest and most novel use of finger-print science almost as a matter of routine. Nature never made two thumbs precisely alike. From the day of Adam each human being has had his own private pattern of whorls and loops upon fingers and thumbs. Leonardo da Vinci, then, left upon his pictures an autograph which never could be forged, never altered. When with his thumb he rubbed the colors on his famous 'Virgin,' which now hangs in the Louvre, and when eleven years later he did the unprecedented thing of reproducing an original work he laid the groundwork of a dispute which was to last for centuries. . . . After five centuries an art mystery of the first order has been solved by deciphering the mysterious copyright and certificate of identity with which nature endows each of her children. Such a solution would have been impossible even a generation or two ago."

"PEPYS STREET."—Samuel Pepys is a familiar name in British and American journalism, tho the man lived so long ago. His style lends itself to gossiping columnists. Now it appears that a London street is to be named for him, as we learn from *The Daily Telegraph:*

"A happy thought has come to the City Corporation. It is going to name one of its ways Samuel Pepys street (possibly plain Pepys street), and that a way which is intimately associated with the diarist. That is as it should be. If there is a typical Londoner, surely it is old Pepys. What stone of London did he not know? A man of affairs before all things, a man of middle-class origin, as we should say to-day, though thrown into constant contact with the great—and, as his not inconsiderable 'gettings' accumulated, with some pretentions himself to be of 'the quality'—Pepys was quite unlike his contemporary diarist, John Evelyn. The last-named traveled the world, and delighted to tell us about it, with some grandiloquence. Pepys had traveled London, no man who has done that thoroughly can be said to be ill-equipped. Both were egoists, but there is a naïveté about Samuel Pepys' egoism which has more charm, is much more alluring than Evelyn's cold correctness. Evelyn was, I fear, a prig, and to his companions, I feel sure, a bore. He never forgot his birth and station, having no reason to do so. Perhaps Pepys, whose vanity in himself is an enduring delight, thought that he had such reason."

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RELIGION-AND-SOCIAL-SERVICE

TIME TO CLEAN UP MOVIE MORALS

DEBAUCHERIES in the moving-picture world, as recently exposed in the daily papers, have aroused indignant denunciations both in the pulpit and in secular quarters, and the Detroit *Free Press* perhaps expresses a common opinion when it says that the time has come for a general "cleaning-up" of the motion-picture industry. What the demand for censorship has been unable to accomplish, thinks *The News*, of the same city, "promises to be most thoroughly accomplished through the revelations of the Arbuckle case." The recent tragedy in San Francisco has served to throw again an unwelcome spotlight on the motion-picture industry as a whole, and to reveal, as we are told in effect, that many of the popular idols have feet of clay.

In more than one instance the "stars" are solemnly warned against the easy assumption accredited to them that the "eccentricities of genius," as their moral lapses have been rather euphemistically termed, will excuse them from accountability to ordinary law and custom. On the other hand, there is a disposition among most of the papers not to condemn all members of the movie world because of the faults of a few. More and more often, however, the mirror of its vices is being held up to the motion-picture industry by religious leaders of all denominations.

"The motion-picture business to-day is rotten," said the Rev. Dr. John Roach Straton, pastor of Calvary Baptist Church, in New York, who is one of several ministers who have publicly denounced the movie people. As quoted in the New York papers, Dr. Straton charged that the industry "is rotten in its management, as some of the more reputable producers themselves have been saying recently in magazine articles. It is rotten in its ideals. The dollar-mark is over it all, and because those who mainly control it have found out that an appeal to the salacious and the sensuous increases their dividends, they are dragging all the people, including the youth of the nation, through a silly, sordid, sensuous stream of moral infamy." Other critics have not been less sparing, and the Springfield *Republican* believes that "the public will regard the conditions revealed in the Arbuckle case as characteristic of the industry as a whole. It will associate this picture of depravity with the depravity of the film."

"What the screen persons do with their souls is their own business," says *Columbia*, official organ of the Knights of Columbus; "but there is abounding evidence that the motion-picture has been anything but a moral force in the life of the nation." A few more scandals, "and public opinion, decent public opinion, will demand that some steps be taken to curb people who are paid, and paid well, to entertain, from assuming that they are privileged to outrage even such notions of Christian decency as survive in this imperfect age of the 'screen.'" Without passing on the guilt or innocence of the comedian, says *The Catholic Bulletin* (Cleveland), "the champions of clean movies declare that the revelations attending the case are of themselves sufficient to show that the source of the moving pictures in many cases is so low morally that their productions can not escape the taint." Yet *The Baltimore Catholic Review* declares that "for months movie-producers have called those who have protested against some of our nauseating pictures prudes and illiterates, while these producers were pampering uneducated, shallow-minded, good-looking, empty-pated 'swell-heads.'" False standards are created by the movie hero, declares *The Catholic Standard and Times* (Philadelphia):

THE GOOD THAT COMES FROM EVIL

—Thomas in the Detroit *News*.

"He is idolized and worshiped by the public, especially by the young. His moral shortcomings are readily condoned and even glorified. A glamor surrounds him, which even transfigures his ethical defects. . . . In this way the standards of morality are perverted and much harm is done to the young generation that learns to look up to men and women who show but scant respect for virtue and defy the law of God and man.

"The atmosphere of the movie colony appears to be thoroughly unwholesome. The Ten Commandments seem to be unknown or entirely forgotten in those quarters. Men live as if they had no responsibilities. The main reason for this condition is the total commercialization of the film industry. Mammon has stamped upon it his degrading seal. So it has happened that fabulous fortunes have come into the hands of men and women that were devoid of moral discipline and to whom the sudden acquisition of wealth could not but be disastrous.

"If things are so, it stands to reason that no elevating influences can come from the movies. A commercially exploited enterprise never has a beneficent effect. Insidious and evil influences will reach out from the screen as long as moral corruption holds sway behind the camera. Good and evil influences are personal irradiations and can never be dissociated from the person itself."

"Such things should be no surprize to us," says *The Presbyterian Advocate*. When people with little character "are made rich beyond the dreams of avarice we should not be surprized at their exhibiting a lack of self-control at which decency must shudder." Somewhat similarly, *The Churchman* (Episcopal) believes that "there is too much money in the moving-picture business, not only for the good of the actor's art, but for the morals of the film artists." Of some of the celebrities this journal says "their morals, or immorals, invade our households; their charms and their vices assault us at every turn; their names are household words. Where is this to end?" However, "attacking the movies in general, in the hope of diminishing the effect on the public mind of some of their abuses, is bad policy on the part of clergymen or other custodians of public morals,"

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declares the Boston *Transcript*. "The movies can not be displaced from their position as the cheapest and most popular of amusements" and "the chance which they afford for instruction and a readily available means of moral guidance is so great that it would be folly to attack them as a demoralizing agency." In fact,

"To say that the whole tendency of the business is demoralizing is to say that mankind is totally bad and hopeless. And as a matter of fact, the major tendency in the business is just the other way. The people as a rule not only insist upon having vice punished and virtue rewarded on the films, but they often rise up in wrath against such film atrocities as are attempted by unscrupulous parties. And always there are available the services of national and local censorship, which are easily and effectively applied.

"To crusade against the movies in general, and spread abroad wholesale denunciations, is exactly on a parallel with the old-time pulpit denunciation of the whole acting stage as the work of the devil. Three-quarters of a century ago there were pulpit orators who demanded the suppression of the theaters altogether. We may see what became of that agitation. The theater won out because the people wanted it, and on the whole it has been an agency of public culture and morality. The same fate will overtake any wholesale protest against the movies. The film world will be purged of its evils by the sure process of time and a bettering public judgment."

THE PASSING OF THE BIRCH

CORPORAL PUNISHMENT is not conducive to moral discipline, says the Austin *Statesman*, taking issue with the theory that the "absence of the birch behind the door" is responsible for so many graduates into crime. As quoted in these pages on August 27, Judge Alfred J. Talley, of the Court of General Sessions, New York, said that corporal punishment is the only sure kind of discipline and that the parents are to blame for much of the moral laxity now existing. This claim "is untrue," says *The Statesman*, arguing that "juvenile delinquency proved that the old restraints had become ineffective and could not be kept up." And the assumption that early correction by corporal punishment will obviate any necessity of correction later ignores, we are told, "the fact that there was a time when this form of punishment extended over the entire term of life," and that "it has been progressively reduced with the advance of civilization and the coming into operation of social influences." As a matter of fact, it is argued further, "the removal of former restraints is likely to cause one to become the victim of those very impulses whose purpose they were to suppress. This is the most probable cause of the crime wave among the youth of the nation, and yet the judge advises a return to the ineffectual methods which were partially abandoned as a result of the increase in delinquency." As it is now,

"The social life which has begun to dawn for children has created a public interest in childhood which is opposed to the old restraints, and the enjoyment of general interests by children makes them no longer amenable to physical correction. They have acquired the faculty of reason and, though outwardly yielding, maintain a moral dissent and continue to concentrate on their own aims and purposes regardless of their parents' wishes. This is the most distressing and significant of all indications that the old restraints cannot possibly be made effective. It seems inevitable that we must eventually adopt the positive method with children, as we have with adults, by drawing them into an association and cultivating general interests out of which may arise common rights and common duties and the development of a sentiment which will express the force of such associations and be adequate to the discharge of any necessary obligations. This we can do by thinking and acting with them, and not for them; by respecting their feelings and treating their faults as real tho venial, and granting them some freedom of action. Necessary restraints there must be, but such as are imposed by experience—not such as are arbitrarily inflicted."

THE CHURCH'S BIG CHANCE

SKIN-DEEP RELIGION will not help relieve the unemployment situation which looms up as the big problem which Church and Government must tackle together. The crisis demands all our efforts, and offers, moreover, "a great opportunity to the Church of Christ to express the Christian spirit in quick and generous action." President Harding called his conference of national figures to discuss ways and means of alleviating the unemployment conditions, and the churches, we are told with some emphasis, should not hesitate to act. The picture, while dark, is not without its hopeful aspects, writes Dr. Worth M. Tippy in *The Christian Herald*. Dr. Tippy, who is Secretary of the Commission on the Church and Social Service, has made an investigation of the situation, and finds some improvement in the agricultural States and in a few industrial centers. Workers are displaying the proper spirit in helping each other, but what is, perhaps, more cheering and significant is that "employers very generally are trying to hold their employees together, distributing work so as to make it possible for families to live." They have found it pays to keep their men together, but "they are strongly influenced also by human consideration. Instead of taking advantage of the situation, thousands of firms are jeopardizing their capital to keep men at work." In spite of all the alleviating circumstances, however, the situation is perilous, and the writer is convinced that we shall need all our strength in the coming months to meet it.

Neighborliness, friendliness, charity, he urges, must be exprest in full measure. Money must be provided for local charity organizations. The offering "must be big-visioned and generous, or it will miserably fail of the opportunity." For neither the structure of civilized society nor the practical value of Christianity in human relations, says *The Continent* (Presbyterian), "can be put to any severer test than when men ready to work can find no means of livelihood for themselves or those depending on them. A religion indifferent to the pain and strain inflicted on self-reliant men under such circumstances would deserve the scorn of humanity." As it is, the man who is unable to get work is the figure, we are told, before whom the modern industrial organization stands worse abashed than before any other of its accusers. Socialism would never appeal to half the number who now advocate it, if it were not for the oft-recurring specter of hunger.

"Those therefore who are convinced that there is another way to solve this problem without cutting the great nerve of individual responsibility which now energizes civilization are placed this autumn where they need to bestir themselves if their opinion is to be vindicated. The unemployed must receive this winter a brotherly care lifted far above condescending charity. It must be a care that will set an example for future workless periods (if they cannot be avoided) and it must be demonstrative proof that society knows how to take over the burdens of the weak on the shoulders of the strong, prosperous and fortunate. That the American soul is feeling all this and means to realize it is encouragingly signified both by the impulses at Washington which have brought about President Harding's conference on unemployment and by the popular sympathy already in lively evidence for the purposes of that gathering. The churches should be foremost in upholding any policy it adopts.

"The churches, too, should remember that experiments in Christian communism attempted by the Disciples of the Lord in apostolic times were prompted by no economic theory but solely by fellow-feeling for brothers and sisters in need. The method did not prove a permanent working method, but its spirit was perfectly Christian. And still to-day a thorough Christian confronting want will find it impossible to say that 'aught of the things he possesses is his own.' While any soul willing to labor and serve lacks the elemental human necessities, private hoarding, however legal, cannot be morally tolerable to any one who has walked with Christ."

The one encouraging feature of the situation, thinks the Boston *Pilot* (Catholic), has been the absence of acute suffering.

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But we must remember that savings accounts are nearly exhausted, and that conditions are becoming more critical. Hope remains, however, for—

"God is still in the Heavens and the world is making heroic efforts to recover from the lesions of war and materialism. In the present dark outlook caused by the shadow of unemployment, the two virtues most needed are courage and encouragement. Those who find themselves like Dante in the dark and somber wood will emerge like him to the Empyrean of light and happiness if they have his hardihood and faith."

SQUABBLING SECTS IN LIBERIA

DENOMINATIONAL BIGOTS and conflicting creeds, says a writer in the field, should have no place in the program to Christianize Liberia, but rather should be considered "a menace and a handicap to the highest welfare of both the Christian Church and the Nation." The negro republic, writes John H. Reed in *The Liberia Methodist*, a recently founded journal of which he is the editor, is the chief gateway to the "Dark Continent," and its population must be the leaven for the whole mass of Africa. Therefore "it behooves the wise ecclesiastical leaders of all the various denominations to catch the significance of this world vision and situation, and accordingly form zones of influence in their present missionary operations in the Republic of Liberia." Here, we are told, a nation is in formation and conflicting religious forces "must only tend to disrupt and disorganize the governmental agencies at work in the building of the State." In the second place,

"Such a missionary propaganda becomes a waste of men and means when the chief aim of these ecclesiastical leaders in the field is the making of Baptists, Methodists, Episcopalians, Presbyterians, Lutherans, or any other denominational cult, based upon the dead husks of worn-out tenets, dogmas, creeds and antiquated doctrines, foisted upon the heathen mind for the mere sake of numbers, thereby mobilizing the forces of baptized heathenism, which becomes a more potent foe to Christian civilization than if the heathen population were left alone to work out its own eternal destiny. The overlapping of these denominations for the past three-quarters of a century has been, and is now, a fruitless effort at so-called African redemption within this Republic. Altar against altar, five struggling churches and congregations where there should be one, is the sad story of missionary operations of the denominations along the seacoast of Liberia, where one is piled on the other with the din and confusion of church bells, calling together the remnant of a shattered civilized population in the struggling attempt to perpetuate the denominational unit, while the extensive heathen population, numbering fully ninety-seven per cent. of the whole population of the Republic, still stalks the hinterlands in the aimless and hopeless quest for the UNKNOWN GOD."

Another trouble encountered is the constant influx of "the self-appointed, independent missionary, whose sole stock in trade is to claim a complete monopoly of the oracles of God and gift of the Holy Spirit to the exclusion of the other denominational bodies." These independent propagandists find a fruitful source of income in the American public, we are told, and thus divert much money from authentic channels. So the hour has struck when the benevolent agencies of foreign mission boards must begin forming a Christian solidarity for the salvation of the African republic. And—

"Finally, the most significant fact in connection with such a movement is that Liberia stands as the only open door into which the various denominational benevolent boards can enter without let or hindrance on part of the government. Europe is in Africa, as already indicated, carrying forward the mightiest industrial and commercial propaganda, possibly, in the history of civilized nations. Liberia is the last expression of self-government and self-determination on part of the darker, backward peoples, and therefore demands, not ecclesiastical and denominational segregation, but instead complete unification for the successful outcome of the Black Man at nation-building. Anything else becomes a fearful travesty upon the Church of Jesus Christ, which stands as the fountain-head of the world's highest and best civilization. Let there be concord, peace, harmony, not discord, war, separation Where the Church leads, the Nation must follow."

PROTESTANT NEGLECT OF THE SICK

IN NEGLECTING CARE OF THE SICK and allowing this form of Christian fellowship to become almost entirely commercialized, "Protestantism has sold one of its most precious birthrights for a mess of denominational pottage," complains a Protestant organ, *The Herald of Gospel Liberty* (Christian), which believes that if Protestantism continues the neglect it will never regain the leadership in this field of ministry. Once in every community, we are told, the Church endeared itself to the people because of its devotion to the homes of the sick, regardless of whether they were of its own membership or not. "Good old mothers of some church were always at every childbirth, and men and women of some church were always prompt and profuse in their offers to 'sit up with the sick' and generous with fruits and dainties and sick-room comforts." It was a great opportunity for the Church, and "a satisfying and spiritual exercise for those who rendered the service." Now, however, many pastors and churches have not awakened to how rapidly this field is being taken from them. The visiting nurse, sent out by the city or by the Red Cross, is taking the place of the kindly neighbor; the care of the sick has become a science, and there is no longer much room for amateur service. "In the real and vital and life-saving ministry of the sick, the Church is not represented any more at all in the average home during the hours of most severe sickness, at the very time when hearts are most anxious and distrest and most susceptible to the rightly exprest tenderness and comfort of Jesus Christ."

Set in strong contrast to this, says this Protestant paper, is the record of the Catholic Church, which, since early times, "has had its hospitals, its brotherhoods and sisterhoods devoted to the most loving and unselfish care of the poor and afflicted," and whose young women have entered its orders of nursing "with a consecration and a self-abnegation that is unequaled in Protestantism, even on the mission field itself." As for Protestantism:

"In its churches, hospital service and the care of the sick receive such an incidental and minor attention as to be negligible indeed as a spiritual quickening or a motive of Christian devotion and consecration. Only a few, and those of the larger denominations, make any pretense of building hospitals and developing a passionate loyalty and consecration to this service in the hearts of the people. In literally thousands of Protestant churches, there is not one single invitation given from year's end to year's end for offerings for the care of the sick and the afflicted—even in their own membership. Comparatively few help the great hospitals of the city, with the crying need in all of them for more free service for the poor. And not only, even in the denominations which maintain hospitals, is it rare indeed for any pastor to present the claims of nursing to his young womanhood as a field of marvelous opportunity for Christ's service; but in most Protestant churches both pastors and parents rather discourage young women from becoming nurses—because of the hard and slavish work. . . . An appeal to Protestant girls to become nurses for the sake of Christ and in the spirit of Christ, with the same motive and the same consecration with which they would become foreign missionaries, is a thing almost unknown among our churches—as is also any generous and sufficient plan among local Protestant churches to help take care of the sick and the afflicted. . . .

"In every community, the churches ought to unite in an intelligently planned and comprehensive effort to furnish visiting nurses and sick-room comforts and equipment for every home where there is sickness; and, in the name of the church of Jesus Christ, to have a vital participating part in ministering to the diseased and maimed and physically unfortunate in every community."

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CURRENT POETRY

Unsolicited contributions to this department cannot be returned.

TRIBUTE to the month is ample in *Contemporary Verse* (October), and the power of nature to induce varying moods is freely illustrated. One may choose from the three samples we give here as one's own reactions impel, only Mr. Percy bears much resemblance to the author of "Thanatopsis":

OCTOBER

By William Alexander Percy

These are the days, too few, that I would hold,
Of birds that pause before they seek the south,
Of leaves that rustle not, but, dying, fall
In richer beauty than they ever lived,

Of light that is too merciful at last
To be all gold, but aureoles with blue
Or such dim purple as the moon exhales,
The wasted brambles and the wounded trees.

Now are untended ways made beautiful
By cobweb flowers, the wistfullest I know,
Rememberers of all forgotten dead—
Wild asters in my country they are called.

At last it is too late for all regret,
Too late for deeds, and dreams hold no reproach,
And might have been is vague as what may be
And all is well tho much has never been.

OCTOBER

By Bernice Lesbia Kenyon

Come out, Playfellow! Do you hear me sing
And beat against the door? Come out! Come out!
Let us put all the settling leaves to rout,
And breathe out silver frost at everything!
Let us match swiftness with the sea-bird's wing,
And laugh into the sunlight, laugh and shout
That day is up, the great gods are about!
Let our loud calling make the hillsides ring!
What if we know that winter is supreme,
That autumn fades, that all this life must die—
That in the end our love is only dream,
And sometime in dead brightness all will lie?
We have to-day, with the whole earth agleam,
The sun to flaunt in, and the voice to cry!

OCTOBER

By Margaret McGee

I must stretch, I must drag at myself,
I must tug up, and run.
I must fall, I must twist, I must leap—
For the summer is done.
I must whirl with the ruddy brown dust in the road
Round and round,
Tumbling over and flying and falling
Like leaves on the ground.
I must crimson my cheek like the sumac
With blood that's astir,
And grow firm like the jolly sweet nut
In the ripening burr.
I must shine, I must shimmer and sing like the sun,
Marching by,
I must tag-heel the wind of this joy to its lair
In the sky.

BANTERING the ocean has not been the frequent way with poets, so the whimsical familiarity of some of these phrases supplies a fresh note. There is always a way of seeing the wave's majesty:

SEA QUATRAINS

By Grant H. Code

I

Too fast the silly white-caps run
Their helter-skelter races;
They stumble when the goal is won
And fall upon their faces.

II

A purple light is shaken over
The greener ocean shadows,
Like clover on the cooler depths
Of grass in upland meadows.

III

The sea hangs kelp upon the sand
Like garlands on a grave,
Mourning the dead and silent land
With every living wave.

IV

The breakers thunder in the night
With which the sea is drenched
Only one plunging line is white,
Even the stars are quenched.

V

The fairest ship ever a wreck
Had not so white a sail
As this fair wave cast up to break,
Driven before the gale.

SINCE the days of Josiah Flint the romance of tramp life, as the tramp from our streets, has grown rarer in our literature. These songs in *The Measure* (New York) seem to catch the pathos as well as the romance of the tramp's lot:

TRAMP SONGS

By Edwin Ford Piper

UNDER ROOF

The road is long, it has no end,
Weary traveler.
A hard, hard road if you got no friend—
Rain—rain on the roof.

A fearful road on a pitch dark night,
Lonely traveler.
For the wind and the rain they growl and bite—
Rain—rain on the roof.

The nightbirds wail, the wild beasts cry,
Lonely traveler.
And ghosts on the moaning wind go by—
Rain—rain on the roof.

Tell your tale while the storm is loud,
Weary traveler.
Pipe smoke for an incense cloud—
Rain—rain on the roof.

BALM

The balm is lush, the soil is rich,
And purple asters blow
Between the hedge and the roadside ditch
To watch men come and go.
And it's fare you well,
I am left alone.

The wind is loud and the wind is low,
And the leaves say, "hush and hush,"
To the ripening hours of afternoon
When a warbler sings or a thrush.
And it's fare you well,
I am left alone.

They saw where the traveler laid him down—
The dove and the cuckoo,
The balm and the feverfew—
To slumber deep in a long, long sleep—
Balm in the moonlit dew,
Balm in the moonlit dew!
And it's fare you well,
I am left alone.

OLD MAN WINTER

Go down the road, and down the road
By leafless hedge and willow;
And stretch your bones on the frosty ground
With shoes to make a pillow.
But it's south, boys, south!
Run away from old man winter.

"O rain come wet me, sun come dry me,
Wind o' winter don't come a-nigh me!"

It's late to limp by hill and plain
In rag o' coat and breeches;
The dogs they chase me out of the road
And hunt me down the ditches.
But it's south, boys, south!
And run from old man winter.

"O rain come wet me, sun come dry me,
Sleet o' winter don't come a-nigh me!"

I follow the duck and the mourning dove,
I'm headed south for winter;
I'll throw my feet on a Dixie street
Or lie in jail for the winter.
And it's south, boys, south!
Away from old man winter.

"Rain come wet me, sun come dry me,
Moonlit snow, O don't come a-nigh me!"

THE tang of autumn is in this poem from the September *Measure* in a series on "Judith of Minnewaukan," an idyl of Dakota.

MORNING AND NIGHT

By Maxwell Anderson

The cloud-bank lies in a red-gold ring;
The wind-break thins of leaves;
From the red-gold fields
They have carried the sheaves.

It will be night again. The lights
Come out above the piers,
Come out again in the wind-searched dark
And the earth turns heavily down the years.

After the night it will again be morning;
Alone between the lake and sky
Judith remembers night and morning,
And morning and night pass by.

Spring, and the unknown farm-hands
Sow the gray land to the north with grain;
Autumn, and unknown harvesters
Come back for the grain again.

When a north wind blows she has heard their voices
On the wind blown and torn;
They pass in a mask of shadows;
Life passes; noon and night and morn.

Slit the thin cobweb, let the thread burn through,
Why should it hold her longer to the play
Who has found only morning answering midnight—
Only dark answering day?

A CORRESPONDENT speaks of the following from *Scribner's* (October) that "it so nicely describes a universal experience." How universal it is may be a question. We give the poem as a test:

PANTHER! PANTHER!

By John Hall Wheelock

There is a panther caged within my breast,
But what his name there is no breast shall know
Save mine, nor what it is that drives him so,
Backward and forward, in relentless quest:
That silent rage, baffled but unsuppressed,
The soft pad of those stealthy feet that go
Over my body's prison to and fro,
Trying the walls forever without rest.

All day I feed him with my living heart,
But when the night puts forth her dreams and stars
The inexorable Frenzy reawakes;
His wrath is hurled upon the trembling bars,
The eternal passion stretches me apart—
And I lie silent, but my body shakes.

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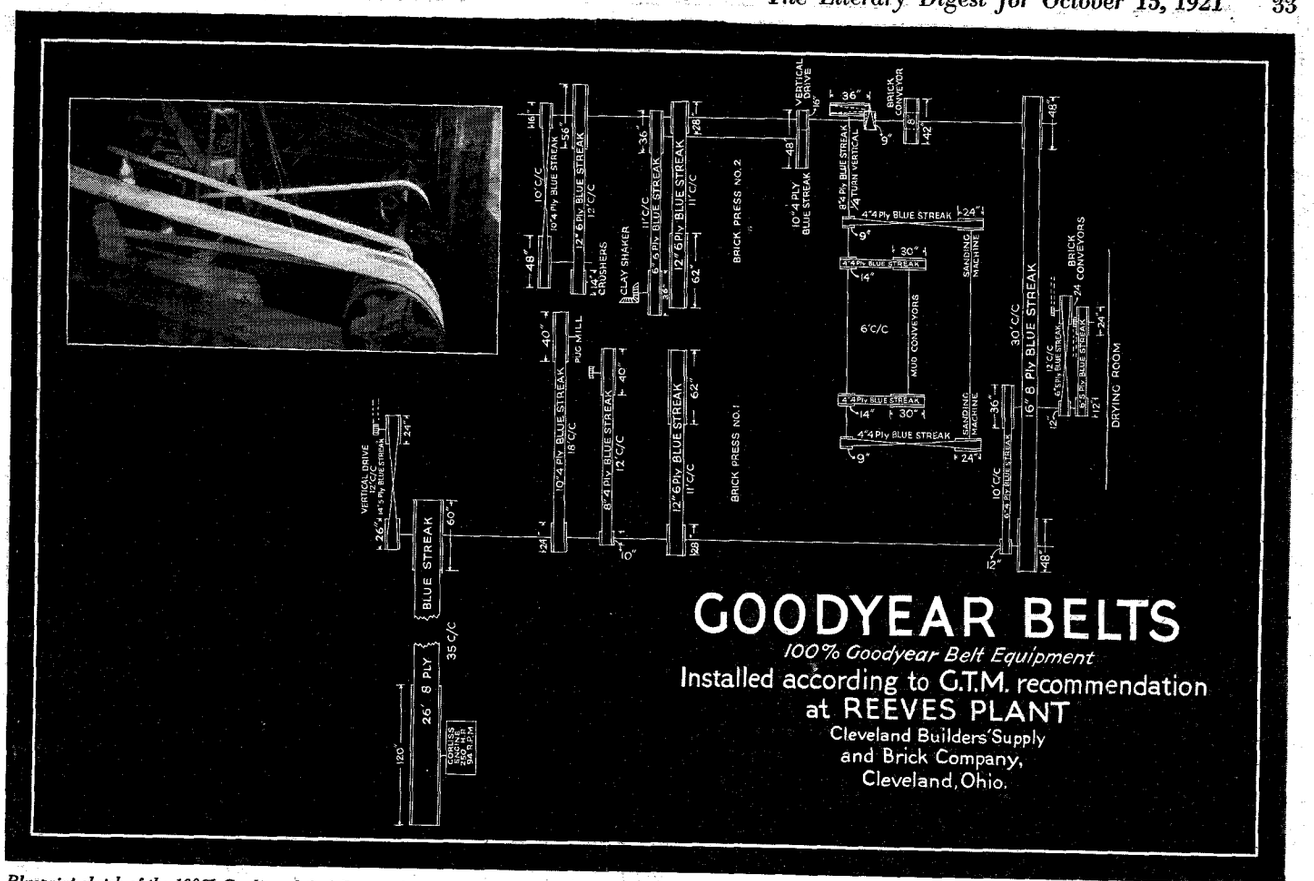

Blueprint sketch of the 100%-Goodyear-belted Reeves plant of the Cleveland Builders' Supply and Brick Company, Cleveland, Ohio, with insert photograph of the mud-drag drive

Copyright 1921, by The Goodyear Tire & Rubber Co.

Thirty-one Plants—and the G.T.M.

They thought that belt woes were a necessary evil, in the plants and warehouses of the Cleveland Builders' Supply and Brick Company, Cleveland, Ohio. So they were putting up with a lot of grief from many kinds of belting—slippage, loss of valuable power, production time lost through shutdowns for repairs to belts, and continual, expensive replacement of belting.

They were keenly interested when the G.T.M.—Goodyear Technical Man—told them he had a plan for the ending of belt troubles and the increasing of belt service. They agreed that a belt exactly designed and scientifically specified to the conditions of service should work more efficiently and economically, and last a longer time.

"We'll test your Analysis Plan," said E. W. Farr, Director in Charge of Production. And he led the G.T.M. to the champion belt-eater in the Reeves plant—the notorious mud drag. "Every day throughout the winter," he said, "this belt must pull tons of frozen clay, sometimes mixed with rock. The best belts we have had on this drive lasted from three weeks to six months."

The G. T. M. studied that drive, and recommended a Goodyear Blue Streak Belt, 8-inch, 6-ply. That belt is on the mud-drag job today, after four years of continuous, trouble-free service.

Eventually, the entire plant was equipped with Goodyear Belts, and the G.T.M. analysis extended, drive by drive, to the Company's 31 plants and warehouses.

Goodyear Belts hold records for economy, efficiency and long life in every one of the Company's plants today. In one of the warehouses, a Goodyear Wyoga Conveyor doubled the number of cars unloaded per hour. On the tile machine at the Brookside plant, a Goodyear Blue Streak already has equaled the run of the best previous belting, and looks good for months to come. Another, in the Vernon plant, has lasted two years in first-class condition, as against 15 months for its predecessor. Since the Reeves plant has been 100% Goodyear belted, the production has doubled.

You can get the same service from the G.T.M. For further information about the Goodyear Analysis Plan or about Goodyear Belts for Transmission and Conveying, write to The Goodyear Tire & Rubber Company, Akron, Ohio, or Los Angeles, California.

GOODYEAR

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PERSONAL · GLIMPSES

THE WIDENING AIR-WEB OVER EUROPE

A NEW WEB OF TRANSPORTATION is beginning to cover the world, an air-web high above the earth-going systems already in existence. It is growing "slowly and with as much precision and method as a spider weaves her home between two towering stalks," observes one of the many journalists whose attention has been attracted by this new conquest of the air. The center of the web, the place where the greatest activity is to be seen, "from where all the slender threads are sent out to ever increasing spans," is not in the birthplace of aviation, the United States. The countries of continental Europe, particularly France and Germany, are leading in the development, with England and Italy close seconds. Almost every capital in Europe, except Berlin, is now linked with Paris, or about to be, by regular air lines, many with daily service. In Germany, the air lanes are shorter, being mostly confined to the nation's own territory, but, it appears, they are hardly less thoroughly developed and they connect with lines that lead nearly everywhere, except to Paris. It was in Germany that a New York *Times* correspondent, in response to a telephone call, received an aerial time table, "the first complete publication of its sort in history," in the correspondent's belief.

"Its mere existence," he comments, "not to speak of its contents, is surely a striking witness to Germany's development of aerial transport. A substantial booklet of nearly 100 pages, it is as matter-of-fact and substantial as Bradshaw's European Railway Time Table." *Aerial Age* (London) quotes him further:

Fourteen pages alone are filled with the details of regular daily or twice daily services to places within the borders of Germany. They give to the minute the times of departures and arrivals. There is not even a saving clause about wind and weather permitting, so that it requires quite a mental effort to realize that before one are the pathless tracks of the air and not steel railroads.

By arrangements with Holland and other neighboring countries long distance services are linked up with England and Scandinavia. There is a map which shows at a glance the principal daily services inside Germany and their communications with overseas routes.

To this regular passenger transportation all sorts of subsidiary services are being added. The flying post, for instance, is rapidly developing, especially as it is not burdened with any special regulations apart from a slightly higher tariff. All one has to do to insure this speedy delivery is to mark the letter "by flying post," and drop it into any letter box in the ordinary way. In this matter, too, international arrangements have been made so that a letter posted in Berlin at 7:30 o'clock in the morning reaches London, for example, at 5:30 the same evening.

One interesting use of the aeroplane, to which special attention is directed, is for keeping the rest of Germany in swift touch with the lost territories, such as Danzig, or areas like Memel, whose fate is not yet determined, so that the populations of these districts shall not cease to imbibe the true gospel of Deutschtum.

Aeroplanes leave Berlin early every morning loaded with newspapers. Hydroplanes serve the same purpose for the Island of Sylt, off the coast of Schleswig, leaving Hamburg immediately on the arrival of the Berlin journals by train.

Reverting to the aerial *Bradshaw*, a glance at the advertisements reveals still further enterprise. Here, for example, is the Hamburg-American line offering its own services to any town in Germany. It will send passengers or goods by special aeroplanes available to start at the shortest of notice. Another firm supplies aerial photographs, suggesting their particular desirability for enterprising financiers on the lookout for suitable sites for establishing new settlements and spas.

One of the German lines referred to above as planned to keep Germany in touch with her lost areas, or at least her separated areas, is the Lloyd Ostflug, between Germany and the part of Prussia still left of her. According to *The Aeroplane* of London:

After a map in the New York "Herald"

LINES OF COMMUNICATION THAT RUN "AS THE CROW FLIES"

The widening air-web above Europe, the main French and German lines of which are here shown, permits transportation for the first time in history to take the shortest route between two points, a straight line. Both French and German lines connect, either directly or through other systems, with most of the capitals of Europe, but it is notable that there is as yet no route between Berlin and Paris.

It was incorporated in November last with a capital of 4,000,000 marks. The well-known Junkers Works at Dessau, the Ostdeutscher Landwerkstatten at Seerappen, the Norddeutscher Lloyd and the Albatross Airplane factory at Johannisthal, near Berlin, are all interested in this new company, whose main office is at the capital. It was formed to insure rapid transport primarily between Germany and that part of Prussia separated from Germany now by the new Polish territory, and named Ostpreussen (East Prussia). It is intended soon to extend the service farther East, particularly to Kovno in Lithuania and Moscow in Russia. The Berlin-Schneidermuhl-Danzig-Königsberg service began last December. A great deal of information and experience is being gained for the eventual intended extension to the East, but at the moment many difficulties have to be surmounted, especially those of a political character. The Polish Government refuses to allow the machines to fly over Polish territory between Danzig and Germany, with the result that they are compelled to fly over the sea between Danzig and Schneidemuhl, and latterly also between Stettin and Danzig. Recently a change of route was required, so that it is now Berlin-Stettin-Danzig-Königsberg. Last February but 75 per cent. of the scheduled flights

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STOP PAYING *these needless expenses*

Do you know that an average of one dollar out of every three spent in running a car goes for repairs?

Do you realize that one-fifth of the investment in the average motor car is lost each year through rapid depreciation?

These are tolls—needless expenses—that motorists are paying *largely because of faulty lubrication*—the use of oils poor in quality or wrong in type.

Think of this tremendous waste—especially when need for greater economy is urgent—when you want a dollar's worth for every dollar you spend!

How can you eliminate faulty lubrication with all its evils and wastes? The only answer is—buy lubrication instead of just "oil", by making certain the oil you use is the right lubricant for your particular engine.

Motorists who use SUNOCO, the six-type non-compounded motor oil, take no chances. The use of Sunoco guarantees proper lubrication for any design of engine—winter or summer.

Sunoco is the highest quality and most scientifically accurate motor lubricant possible to manufacture—entirely different from ordinary oil. It is made in six types but *only one quality*—no "seconds" to confuse you.

Sunoco eliminates the trouble and expense of carbon—gives greater power and mileage on less gasoline and oil—reduces repair bills and adds greatly to the life of your car.

Put Sunoco to the test. Have your crankcase drained, cleaned and filled with the type of Sunoco specified for your particular car by the dealer's "Sunoco Lubrication Guide."

Make certain, also, that you get *genuine* Sunoco. Examine the container from which Sunoco is drawn, or better still, buy it in sealed cans or drums.

Every motorist should have a copy of "Accurate Lubrication"—a booklet that tells how to operate your car with greater economy and efficiency. It is free. Ask your dealer or write us for a copy at once and give the name and address of your dealer.

SUN COMPANY

Producer and Refiner of Lubricating Oils, Fuel Oil, Gas Oil, Gasoline and other Petroleum Products

More than 1,500,000 gallons of lubricating oils per week **Philadelphia** *Branch Offices and Warehouses in 32 Principal Cities*

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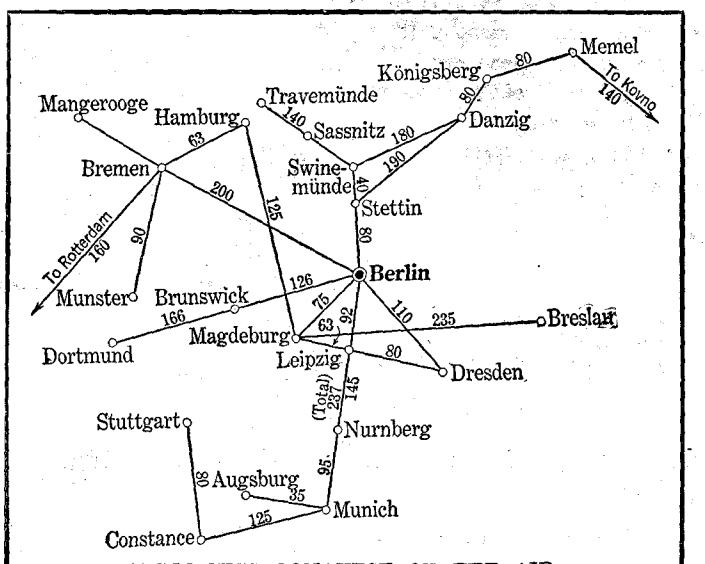
were made, but in March, as a result of the experience gained, from 90 to 95 per cent. were accomplished, and now 97 to 98 per cent. of all flights are regularly carried out. The Lloyd Ostflug, by arrangement with the Danzig Air Mail, has been carrying the official mails on this service, and the Post-Office is quite satisfied with the results obtained. Passengers were not carried until March 15th last. The railway time of 14 hours between Berlin and Königsberg was cut to 5½ hours by the air service. Flights have been made with great regularity, and during one 12-day period, 80 passengers were carried. Frequently all the seats are spoken for in advance. The time-table is as follows: Leave Berlin 8.45 A. M., arrive Stettin 9.45; leave Stettin 9.55, arrive Danzig 1.50 P. M.; leave Danzig 2.05, arrive Königsberg 3.15 P. M. Returning, leave Königsberg at 9.45 A. M.; arrive Danzig 10.55; leave Danzig 11.10, arrive Stettin 3.05 P. M.; leave Stettin 3.15, arrive Berlin 4.15 P. M.

The fares for the trip, comparable to that from New York to Buffalo, are quite low (especially when we remember that the mark is worth less than a cent in American money), as follows:

Berlin-Königsberg	975 marks
Stettin-Königsberg	890 "
Berlin-Danzig	300 "
Berlin-Stettin	225 "
Stettin-Danzig	690 "
Danzig-Königsberg	250 "

Since the first of August flights have been made regularly to Kovno in Lithuania. The Königsberg-Danzig line is now used a great deal by Lithuanians, and the same is the case with the new Kovno-Königsberg-Danzig line, as it will overcome the Polish official difficulties that have been put in the way of transporting passengers from Lithuania to Danzig and Germany.

During June the machines of the Lloyd Ostflug flew 41,480 kilometers without a single accident since the start of the service. Junker all-metal cantilever-wing limousines are used on the service, and are of a type suitable for it in that, owing to the possibilities of forced landings in open country which lacks accommodation, the metallic construction renders the machines almost weather-proof.



GERMANY'S CONQUEST OF THE AIR.

With characteristic method, the Germans now issue a complete air time-table, said to be the first publication of its sort in the history of the world. Times of arriving and departing planes are given to the minute, and it is reported that the schedules are being maintained practically without variation. The figures show distances in miles.

It is in France, however, untrammeled by the troublesome air restrictions forced upon Germany by the Allies, says another writer, the Paris correspondent of the New York *Herald*, that civil aviation and air transport have received their greatest impetus. Working quietly over the space of the three years since hostilities ended, we are told:

France has accomplished records that are perhaps less imposing than the crossing of an ocean or the scaling of mountan peaks, but which nevertheless have placed her to the fore as a leader of the world's aeronautic development.

The year 1920 was spent in the successful remodeling of the whole system of aviation. Under a new branch of the national government, an Under Secretariat for Aeronautics, the principle of unity of technical control has been reconciled with autonomy in the administration of the commercial, military and naval branches.

This department, nursed by the parent government through a separate budget, has assisted financially in the establishment of a prodigious net of commercial airways across the land. It is responsible for the preparation of efficient training centers, has instituted pilots' schools, created a national office of meteorology, and is at present seeking not only the betterment of commercial aviation but the encouragement of scientists and inventors who have turned their attention to aeronautics by offering substantial bonuses for improvements to the motor, control of the planes and everything that goes to make up the ship of the air.

It is the ambition of the French enthusiasts to permit one to breakfast in any part of France and lunch the same day in the most distant corner. Travel that requires more than twenty-four hours on the fastest express trains, from the Channel to the Riviera, has already been accomplished between lunch and dinner time. The whole program of international airways now being worked up by the French department would permit breakfast in Warsaw and dinner the same day in Morocco, ordinarily a voyage by train and boat of four or five days.

A fraction of the progress made in the development of air travel is indicated in statistics compiled by this government department, showing that during 1920 close on to a thousand aeroplanes were turned out by French shops. The number of passengers carried in twelve months was 7,000, against 960 in 1919. Traffic in merchandise followed the same rate of progression, increasing 850 per cent. within a year—although the period was really supposed to be one devoted to special study and reconstruction. The figures have been eclipsed this year.

The present air map contains the following French lines in actual operation.

Paris-London.

Paris-Brussels-Amsterdam-Copenhagen.

Paris-Strasbourg-Prague-Warsaw.

Paris-Bordeaux-Bayonne-Spain.

Paris-Le Havre.

Toulouse-Barcelona-Valencia-Rabat-Casablanca (Morocco).

Bordeaux-Montpelier-Nimes-Nice.

In addition to those airways which are actually in operation and have proved their worth by ever increasing patronage and receipts, the program for the coming year shows the following lines projected, which are intended to link up, further, the visionary web which the Air Department is seeking:

Paris-Geneva-Milan-Rome.

Paris-Bucharest-Constantinople.

Casablanca-Oran-Algiers-Tunis.

Marseilles-Nice-Ajaccio (Corsica)-Tunis.

Casablanca-Dakar.

St. Nazaire-Tours-Macon-Geneva.

Dijon-Mulhouse.

Paris-Liege.

Brief as it is, this list of main airways—to which the weekly flight across the Mediterranean of a surrendered German dirigible in the interest of French colonial commerce is shortly to be added—represents all that is most vigorous in the world's attempt to subjugate the air to its daily needs.

Not only passengers are carried on these air lanes, which French planes have extended over most of Europe. Strange cargoes pass through the air these days. For instance, says the writer:

Flying pigs have now become an actuality, although they did not take kindly to the air. A crate of porkers was sent from the French capital to Croydon recently, where the distinguished travelers, the first of their race to realize the ambition to fly, were bustled into a taxicab and rolled to the national British stock show.

Millinery, a cargo of lobsters, boxes of early strawberries, trays of jewels and watches, and even cases of rare wines and champagne have been included at times among the freight shipments handled by air, for in addition to the fact that the fragile goods are less roughly handled in their flight by air than by train, there is also far less danger of theft than in the open baggage rooms of the railway station.

In the operation of all her airways, we are told, France uses every precaution of safety. While in December, 1918, the government controlled only four flying centers, and each one very incomplete—

There are now dozens of these air ports scattered over the country. Where formerly the pilot had to trust to luck when attempting a landing, he can now circle down over a field as level as a table, where he can be sure of landing his passengers and freight in absolute safety.

A large number of main air ports, fitted with hangars and

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Like New Teeth

The teeth that people see sometimes after film removal

This offers you a ten-day test of a new teeth-cleaning method. Millions now employ it. Leading dentists everywhere advise it. The results are seen in whiter teeth on every side today.

See the results on your own teeth. Learn how much those pleasing effects may mean. For your sake and your family's sake, ask for this 10-Day Tube.

One must fight film

That viscous film which you feel on your teeth is their chief enemy. It not only dims them, but it destroys them. Most tooth troubles are now traced to film.

It clings to teeth, gets between the teeth and stays. It often forms the basis of a cloudy coat. It is the film-coat that discolors, not the teeth. And film is the basis of tartar.

Film also holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay. Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea.

Old methods of brushing did not effectively combat it. Much film remained, often to do ceaseless damage. Despite the tooth brush, therefore, tooth troubles have been constantly increasing. Very few people escaped.

A change has come

Now dental science, after long research, has found effective film combatants. Many careful tests, under able authorities, have proved them.

These two methods are combined in a dentifrice called Pepsodent. And millions of people have come to employ it, largely by dental advice.

The results are quickly seen and felt. One cannot doubt them. We urge you to prove them for yourself and judge what they mean to you.

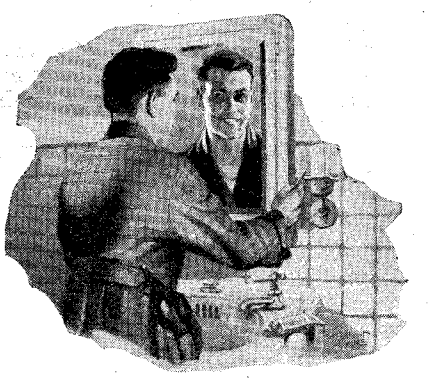
Other protections

Modern science also urges certain aids to Nature, and Pepsodent contains them.

Each use of Pepsodent multiplies the salivary flow. That is Nature's great tooth-protecting agent. It multiplies the starch digestant in the saliva. That to digest the starch deposits which may otherwise cling and form acid.

It multiplies the alkalinity of the saliva. That is Nature's agent for neutralizing acids—the cause of tooth decay.

All these results come from every application. All are now considered essential, in view of modern diet. None of them have been accomplished by the ordinary tooth paste.



Watch the change in a week

Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth whiten as the film-coats disappear. Watch the other good effects.

The results will be new to you, the benefits apparent. A book we send explains the purpose of each new effect. Ten days will enable you to decide between the new way and the old. And you should do that. Whiter, cleaner, safer teeth mean much to you and yours. Cut out the coupon now.

Pepsodent PAT. OFF. REG. U.S.

The New-Day Dentifrice

The scientific film combatant, each use of which brings five effects authorities now desire. Advised by leading dentists everywhere today. All druggists supply the large tubes.

10-Day Tube Free 614

THE PEPSODENT COMPANY,
Dept. 205, 1104 S. Wabash Ave., Chicago, Ill.

Mail 10-Day Tube of Pepsodent to

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Only one tube to a family

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workshops, control their chain of intermediate posts and aid stations. Flares visible at a distance of 25 miles are in use on the principal landing grounds, and two flames for which visibility at a distance of 94 miles is claimed, are being installed this year to guide airmen across the waters of the Mediterranean. A score of weather stations, located at these air ports, exchange reports four times daily, and a pilot before taking off knows well the weather to expect before effecting his next landing. In this way planes can be routed around, above or below storms that are known to exist along "the right of way."

As a result of these precautions fatal accidents have been few.

Wireless equipment is placed on practically every passenger plane, and within a short time every plane flying over the routes out of French air ports will be required to have wireless, so that they can keep in constant touch with land stations along their routes and thus be assured of constant warnings regarding approaching storms. Storms need have no effect on the voyagers, however, for they are put away snugly in a luxurious cabin, fitted with movable chairs, tables for card-playing, magazines and a toilet room. On some airways tea and cakes are obtainable on board, while in all of them is a supply of iced water. Only smoking is prohibited, for the danger of fire is too great to permit of this relaxation.

With all its many advantages it is not surprizing that air travel has grown by leaps and bounds. In 1919, from July to December, 1,173 passenger flights were made over French airways. This number grew during 1920 to 4,428, while during the first three months of the present year the number increased to 1,625. The number of passengers carried grew from 729 for the last half year of 1919 to 5,968 for 1920, and 1,884 for the first quarter of 1921—an approximation of over 7,500 for this entire year.

The number of passengers carried on the Paris-London airway doubled during the last year, while the traffic on the Paris-Roumania line increased six times, Paris-Brussels-Amsterdam three times, and Nimes-Nice ten times. As an example, the Compagnie des Grands Express Aeriens carried between Paris and London and Paris and Amsterdam 27 voyagers in January, 28 in February, 185 in March, 231 in April, 270 in May, 407 in June, and will have passed 500 this month.

In some instances there are strap-hangers even in these air expresses, for the demand for reservations far exceeds the supply. In May 27 prospective passengers were refused transportation on the Paris-Roumania airway, and 40 at the other air ports.

The Air Department is making active preparations for the inauguration of dirigible service across the Mediterranean. The former German airship *Nordstern* has been refitted so as to carry as many as fifty voyagers in its two passenger cabins in addition to its crew of five men.

It is expected that while passengers in number will be carried by these ships the principal bulk of their earnings will come from the handling of freight. They will open up to France her African colonies.

While the proposed line from Bordeaux to Genoa, via Montpellier and Marseilles, will be inaugurated by a freight-carrying plane, it is eventually proposed to use a dirigible over this route. This airway is primarily for freight also, for it will lessen delivery time by five days.

In addition to planning its new airways the Air Department is at present most occupied with the problem of developing a stronger motor capable of propelling a heavier type of passenger and freight plane. For the most part the motors used at present remain from the stock manufactured for war purposes. While they were ample to drive the light reconnaissance planes, the fighters, and even the slow-moving but heavily weighted bombers they are not exactly the type required for passenger service, which demands both speed with lifting power.

While in 1914 an aeroplane engine weighing 120 pounds furnished 60 horse-power this strength had been increased by the time of armistice to 200 horse-power for the same weight motor. Higher and faster were the requirements of an army plane, and these motors served their purpose, and served it well, as the air supremacy of the Allies proved during the war, but now with commercial aviation coming to the fore there is a need for a heavier, safer, equally strong motor, but built along more robust lines, which will permit longer continuous flights.

The government, as an incentive to private companies operating the airways, offers a substantial subsidy, in return for which it maintains a control over all machines used, and over the pilots. In this way France has always in hand a formidable air fleet always at the call of the government, which within a space of a few hours could be put into fighting trim to repel any invader.

Civil firms are given by the government half of the cost of all planes used on purely French lines. In addition, a premium is paid in accordance with the number of passengers and the amount of freight carried. For all firms other than French the government offers fuel at cost, so that there are no firms operating airways which are not in every sense of the word a financial success.

The French have every reason to be proud of their air program and the progress they are making. Their air policy has been neatly framed with a view to making the most of aeronautics as a commercial asset. Aeronautics, like any other transport system, must have a special character combining private industry with public service. In France the State has intervened with exemplary discretion. It has promoted tests and experiments. It encourages. It has lent legal force and ample funds. It has given the new branch a discipline and a code "similar to that of the merchant marine."

HOW THE FORD RAILROAD MAN EARNS MORE PAY

ON THE DAY when general railroad wage rates were reduced 12 per cent., Henry Ford put into effect a 40 per cent. increase on his own line. "A masterpiece of strategy," *The Wall Street Journal* called it, and the newspapers of the country mentioned it in passing, along with the other astonishing facts that Henry Ford had cut freight rates, and at the same time added materially to the earning power of his railroad. The advance in wages, it now appears, was made in such a way that Mr. Ford profited by it along with his employees. "With doubled wage rates," reports a correspondent of *The Wall Street Journal*, "he gets triple or quadruple returns in service." Here is a concrete example of a Ford railroad man "on the job," compared with a railroad worker of the same class on another road:

"An inspection of a Ford's watchman's shanty showed that the man was not only a watchman but a crossing carpenter, a track inspector and a part-time clerk. He had a set of track tools, a shovel and several brooms. In each direction the track was swept up clean and bore much evidence of the watchman's efforts.

"In a nearby Wabash shanty sat two idlers. A board was out of the crosswalk and one wing of the crossing gate was broken. There was much débris. Asked why he did not fix things up a bit, this watchman replied: "First, because the walk is a carpenter's job and the gate a signalman's job, and, second, because I am not being paid for tinkering." Here again Ford pays twice the rate, $6 against $3.30, but gets nearly three times the service."

The railway unions, which Ford ignored, are said to have numerous rules regulating the exact sort of work a man may do, and what he shall be paid for it, all directed to the end of raising wages and cutting down hours of labor. Ford, says the writer, "beat the unions at their chief pastime, increasing pay, but at the same time he so arranged his rules that he gained by the increase over the union schedules. For instance:

"Passenger engineers, who with overtime formerly received $300 a month under the national agreement 'rules,' now receive $375 a month. But to earn this they must put in 208 hours of actual service in a month. This may mean 16 hours the first day, four hours the second, or any combination within the law, but only actual service is paid for.

"An engineer on the Ford road may cover three or four times as many miles for the same amount of pay as an engineer on, say, the Michigan Central or the Wabash. Assume a passenger run of 75 miles. The 'rules' regard this a day's work of eight hours and prescribe $6.08 as the pay, notwithstanding that the trip takes two hours' actual running time.

"Under the Ford plan the engineer would receive $3.60 and Ford may order him to turn around and start back. Ford could also order another round trip within eight hours but under the 'rules' the Michigan Central or the Wabash would have to call four engineers for the same amount of service, giving each a day's pay for about two hours' work and one hour getting ready. Collectively the four engineers would cover 286 miles for $24.32. The Ford engineer would cover an equal distance for $14.40.

" 'Rules' prevent cutting down the number of crews on the second terminal without reducing service a proportionate amount. Hence, most roads are denied the opportunity of realizing any return for the five or six hours' pay unearned by the men after reaching the terminal."

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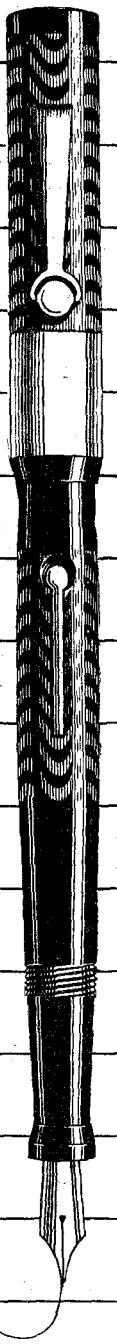

THE reason a Wahl Fountain Pen writes so smoothly and so uniformly is because it is simply and carefully made. Its gold nib, for example, available in sixty-two different styles, to suit all hand-writing requirements, is made by a process which produces a point both hard and flexible, one that resists corrosion and remains springy throughout long periods of service. The ink flow is automatically controlled by the famous Wahl comb feed, hence the pen never blots or smudges. The barrel is air-tight, hence the pen does not sweat. The Wahl Fountain Pen is made by the makers of Eversharp and is sold by all dealers who display the Eversharp.

THE WAHL COMPANY, Chicago

WAHL FOUNTAIN PEN

Companion of Eversharp

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Yet Ford's employees are said to be "satisfied and efficient" under his system, which gives them more pay in return for keeping on the job. The writer presents some further incidents, each with its little economic moral:

"Ford's road has three switch engine crews working in the Detroit yards. The engines are being worked 24 hours a day. Recently one broke down and it was found a cotter-pin had to be replaced. Instead of sitting idle while repairs were going on the conductor and brakemen trotted off to lunches, and instead of laying up the engine until an exact duplicate of the cotter-pin could be obtained, the engineer picked up a bolt and with the fireman's help had the engine running within 12 minutes.

"Ford can call on his enginemen for any kind of service without penalty. But should a road operating under the 'rules' stop a freight train more than three times between terminals to pick up or set out cars, extra fees must be paid the crew notwithstanding that eight hours have not yet elapsed. How Ford beats the unions in this respect is shown by a recent incident on a nearby division of another railroad.

"A freight train was started out for a 65-mile run which was commonly covered in three hours. Four stops were made within the first five miles to pick up cars which added, because of the 'rules,' 69 cents to the engineer's pay and 54 cents to the fireman's. At the last stop instructions were received to go back to the starting point to pick up three cars of perishable freight which came in from a connecting railroad after the train in question had left.

"It took about half an hour to go back and pick up those cars and the run was finally completed within about five hours' total time.

"But it cost the railroad a total of $26.35 for the enginemen's pay because under the 'rules' they received the following:—

	Engineer	Fireman
One day's pay	$7.20	$5.36
Picking up or dropping cars at 3 or more points extra	.69	.54
Extra day's pay because going back to terminal	7.20	5.36
Total	$15.09	$11.26

"Ford on the other hand can back his engines up as often as he pleases and stop them as often as he cares to without penalty. For similar service consuming five hours' time he would pay his engineer $9 and his fireman $6.50.

"A story is related of an engineer on the Ford road who earned $225 during the first two weeks of September, which included pay for overtime, but at regular hourly rate of $1.80.

"To earn $225 in 15 days means he must have put in approximately 124 hours. Omitting Sundays, on which the Ford engineers do not work, there were 12 working days, or an average of 12.4 hours per day, which paid about $12.60 per day.

"On the passenger mileage basis of other roads this engineer could have covered with certain fast trains about 450 miles per day. Altho passenger engineers do not make runs of this distance, it is noteworthy for comparison purposes that this mileage on the Ford basis, whether performed by one engineer or four, would have cost no more than 12 hours' pay, or $21.60. But under the 'rules' a like amount of service or mileage would cost 36 hours' pay, or $27, though only 12 hours' actual service was rendered. Ford thus beats the unions on mileage as well as services rendered.

"The major part of the reduction of Ford's railway forces, from 2700 to 1650, has come in the maintenance of way department, where the force was cut from 1291 in August, 1920, to 646 in July, 1921. Mechanical department was cut down from 628 to 466 and station forces from 276 to 200 between the same dates, but the number of enginemen has been reduced only by four, and the trainmen by 17.

"Railroad men view the lack of increase in engine and train forces as particularly remarkable because daily car handlings have increased from 200 to around 800, running at times to 1200.

"In St. Thomas, Ont., the Michigan Central has a roundhouse foreman who receives $225 per month and is on duty from 7 a. m. to 6 p. m. One day the foreman was sick and a mechanic was substituted. When payday arrived the latter made the following claim for pay according to the 'rules':—

	Hours
For the extra hour before 8 o'clock	5
For regular hours, 8 to 4	8
For extra hour, 4 to 5, overtime	1½
For time, 5 to 6	5
	19½

Mechanic's rate is $ .77 an hour, making total pay $15.01
A Ford mechanic's rate is $ .90 an hour, for same actual performance he would receive 9.00
The Michigan Central mechanic without the rules would have received 7.77

"Ford can handle six and eight times as many freight cars with the same number of men who formerly handled 200 per day, because when there are cars to move everybody within reach is a trainman; when there is a switch to turn the fireman becomes a switchman; when the fireman is busy elsewhere the engineer fills the coal tank. The company pays a flat overtime rate, but gets a service for every hour of employment. The men are satisfied and efficient."

FARMERS FROM VETERANS, AS CANADA DOES IT

HAMMERING swords into ploughshares is all very well, but Canada is improving upon the idea by turning the completed ploughshares over to her war veterans together with farms where the ploughshares may appropriately be put to use. Canada is leading the world, reports a visiting American newspaper man, "in the manner in which she has turned over her land to be farmed by the men who fought to preserve it." By comparison with the policy of the United States, this journalist, William Slavens McNutt, points out in *Leslie's Weekly*, our northern neighbor's well worked-out plan looks not so much like generosity as a good bargain. The Dominion is likely to profit financially by its venture, which is not precisely in the nature of a "bonus." Even the few veteran farmers who have "failed" have returned to the Canadian treasury more than they took out.

Canada sent 418,000 men to France out of a population of approximately 8,000,000. Of these men about 60,000, the same number lost by the United States from a population of 110,000,000, were killed. In facing the problem of what to do with the 338,000 of her sons who were brought back from France, it must be remembered, writes Mr. McNutt, that:

"Canada paid her own way in the war without help from Great Britain. The interest charges on Canada's national debt in 1920 were nine times greater than the country's total revenue in 1914. Remember that 155,000 of the 338,000 men who came back were more or less weakened by wounds. Remember also that many of those men had been away from their homes and their jobs for five years or more. Remember further that 50 per cent. of those returned were married men and that their average age was about thirty-five years. They were by no means all single men who could spare a few years from their lives to no great hurt. It is a matter of record that one Canadian soldier who saw active service overseas was seventy-two years old.

"Canada went at the problem of aiding these men in reestablishment with a fortunate degree of the spirit that had moved her while the job was one of getting them into the army, getting the army to France and maintaining it in the fighting line there."

Many of the men who came back wanted to go on the land, and it was greatly to the benefit of the nation that they should go there. The government took up the matter of giving its veterans a chance to become first-class farmers if they wanted to. As a first move in this direction—

"Canada formed what is known as The Soldier Settlement Board, a government organization, empowered to loan money—actually loan money!—to returned soldiers who were found fit to become farmers, and aid them in buying farms, stock and equipment.

"Of the details of the scheme more later. Let us first have a look at the result of the experiment to date.

"Of 59,331 applicants 43,063 were granted qualification certificates by the board. These 43,063 returned soldiers are to-day farming a total area of 4,854,799 acres. Digest that—4,854,799 acres! When one takes into account that in all Canada there are only 50,000,000 acres under crop out of a potential arable acreage amounting to 300,000,000 the comparable magnitude of the soldier settlement movement can be best appreciated. Another comparison: In the entire province of Manitoba there are 50,000 farms. The returned soldiers added to Canada almost as many farms as were under crop in that great farming province—

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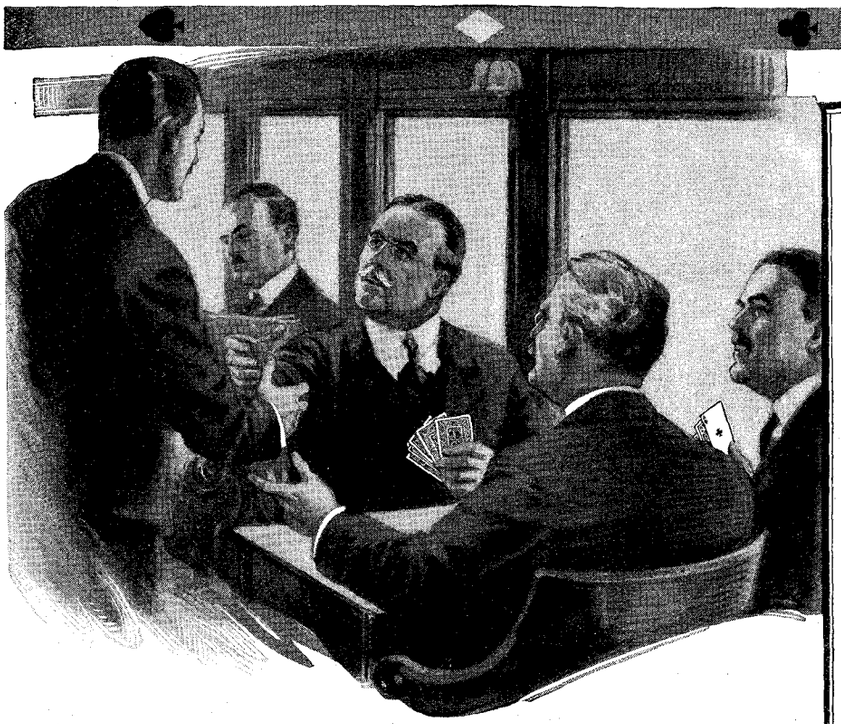

Suppose I had said "No, I don't play Auction"

'HERE was the very man I had been trying to see for a year; on the same train, for an eighteen-hour journey, and a mutual friend right at hand to introduce me. Here was the opportunity not only to meet him but to see his real self revealed in a game of cards; also to show him my own mental capacity and incidentally my grasp of his business and certain requirements of that business which my concern was prepared to fill. Suppose I had said, 'No I don't play Auction.'"

How often do similar opportunities present themselves to you! Follow this suggestion—

Play cards for wholesome recreation

and you will find the accomplishment a continual help in business and social life. Play cards often—you will improve your mind and you will become the alert kind of player that worth-while people like to play with.

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Auction at a Glance

PARTNERS AND DEAL—4 players, 2 against 2, using 2 packs. Remove jokers; shuffle one pack and draw for partners. 2 lowest cards play 2 highest. Lowest deals first. His partner shuffles the other pack, and places it at his right, ready for next deal. Player on dealer's right cuts, and 13 cards are dealt to each player, one at a time. If a misdeal, same player deals again. Deal passes to left.

BIDDING—There are 5 bids: clubs lowest, then diamonds, hearts, spades, no-trumps. Dealer must bid at least "one" in a suit, or no-trump, or he may pass. Each player in turn to the left may pass, or bid the same number in a higher suit, or more in a lower suit. Highest bid allowed is seven. The bidding goes round until three players in succession pass.

DOUBLING—Any player may double opponents' bid, and either opponent may redouble or bid something else. Only one redouble is allowed. The double increases value of tricks and penalties in scoring but not in bidding; 2 spades will overbid 2 hearts doubled.

THE PLAY—The declarer is the player who *first* named the winning suit. His partner is "dummy." The one at the left of declarer leads any card; then dummy's cards are laid face up on table, sorted into suits. Dummy takes no further part in play. Each player must follow suit if he can, otherwise trump or discard. Cards rank from A down to deuce, and trumps always win. Highest card played wins the trick; winner leads for next trick. First 6 tricks taken by declarer are his "book." All over the book count toward game. If declarer has bid 3 he *must* win 3 over his book, or 9 tricks.

SCORING—Only the declarer's side can score toward game. (Opponents score only honors and penalties.) Declarer scores for each trick over his book, 10 points at no-trumps, 9 at spades, 8 at hearts, 7 at diamonds, or 6 at clubs. These trick scores are all put "below the line" on score pad. 30 points is game, but all over 30 is scored. Draw a line under a game won. Partners winning two games ends the rubber.

HONORS AND PENALTIES—Besides scores toward game, there are honor scores and penalties, which go "above the line" on pad. Honors are A. K Q J 10 of the trump suit, or the 4 aces at no-trump. Credit goes to original holders of these cards, on either side. 3 between partners have the value of 2 tricks, so that 3 in spades would be worth 18; 4 honors same as 4 tricks; 5 honors same as 5 tricks; but 4 or 5 in one hand count double; and 4 in one hand, 5th in partner's are the same as 9 tricks. (In spades, this would be 81 points.) At no-trumps, 3 aces count 30, 4 aces 40, and 4 in one hand, 100. For winning 12 tricks, add 50; for grand slam, 13 tricks, 100. For winning rubber, add 250. If contract is doubled, trick scores have a double value, or quadruple if redoubled. Spades doubled count 18 a trick to declarer if he makes his contract; if redoubled, 36. He also gets 50 in honors for fulfilling doubled contract, and 50 for each trick over contract. If redoubled, this figure is 100. If he made 5 over book on contract to make 3, doubled, he would score 5 times 18 below the line and 150 above, plus honors.

PENALTIES—If declarer fails to make contract, he scores only honors as held; the adversaries score 50 in honors for each trick he falls short; 100 if doubled; 200 if redoubled. Penalty for a revoke by declarer is 50 in honors. If his adversaries revoke, he can take 50 points, or 2 of their tricks, which he scores. The revoking side can score nothing but honors as held.

At the end of a rubber, everything is added, and lower score deducted from the higher; the difference is the number of points won. The side having most points technically wins rubber, regardless of which side won two games. Cards are then cut for a new rubber.

For full rules and hints on bidding and play see "The Official Rules of Card Games" or "Six Popular Games" offered below.

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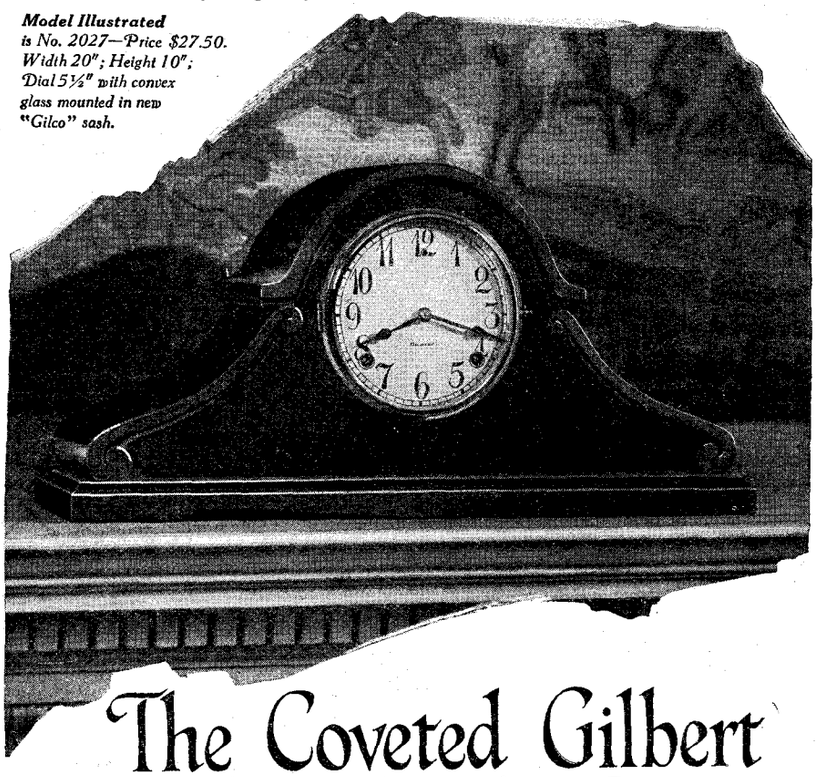

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The exquisite case, designed by an artist and richly finished in mahogany, hand-rubbed to a permanent, satiny polish, provides a worthy setting for the fine Gilbert movement—a veritable triumph of refinement, accuracy and lasting service.

And the *chimes*—just listen! Softly, sweetly, melodiously they tell each hour and half-hour—the mellow, musical, soft-toned gongs recalling the tuneful and historic chimes of Normandy.

What better gift, what more desirable possession, could the most prolific imagination suggest at anywhere near the price of the Gilbert Normandy Chime Clock?

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Gilbert Clocks

PERSONAL GLIMPSES
Continued

2,153,184 acres were bought; soldier grants accounted for 1,361,280. The rest was encumbered land amounting to 360,227 acres.

"Of the total number of returned soldiers who went on the land under the supervision of the Soldier Settlement Board, 19,771 received help in the form of loans at 5 per cent. The loans for stock and equipment were for five years; those for the purchase of land run for twenty-five years.

"The government, through the board, loaned these 19,771 men $80,371,750.48. These loans have been made since the establishment of the board in 1917. To date only 200 of the men who thus received financial assistance in getting started on farms have failed and been sold out. The government's original investment in these men, who have failed for some reason and been sold out, was $708,708.79. The return realized by the board on the resale of property of these failures was $711,335.89. Instead of losing the government has realized a small return even on its investment in those who were unable to succeed!

"No doubt many more of those who took advantage of the opportunity will fail and be sold out, but the great majority will stick and win through to ownership of their own homes and financial independence.

"In 1920 the soldier settlers who went on the land under supervision of the board produced crops to the value of between $14,000,000 and $15,000,000. Write that down in your memory—43,063 soldiers who in 1918 were fighting in the line in France or recovering from wounds received in action, were settled on the land in their home country in 1920, and produced crops to the value of between $14,000,000 and $15,000,000!

"The applicants for aid were required to pay down 20 per cent. of the cost of land, stock and equipment. They were then examined by experts as to their fitness to farm. If they lacked the necessary experience they were sent to a farm training center, of which the board at one time operated seven in various provinces. There they worked, as at the vocational training schools, until they were found fit to undertake the management of their own farms.

"Each applicant who wanted to purchase a farm made his own selection of a place and the best possible bargain with the owner. Then he reported to the board. The board then sent an inspector to appraise the farm desired by the applicant and complete the deal with the owner. In this way an amount aggregating $3,632,421.36 was cut from the prices stated as the lowest at which the vendors would sell. Those who sold land to returned soldiers got a fair price, but the board saw to it that that was all they did get. To cut out the rapacious real estate speculator it was stipulated that land sold to soldiers under the supervision of the board must not have been previously sold within the space of one year.

"No man in Canada," says the writer, "fattened his purse at the expense of the returned soldier who wanted to go on the land." Both stock and equipment were purchased under the supervision of settlement board experts and it is estimated that a saving of approximately one-third was effected. Loans were granted up to $7,500. Furthermore—

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"No cash payment is required from the settler on the purchase of stock and equipment, as both stock and equipment are purchased by the board and sold to the soldier farmers on lien agreements. The board has bought for the settlers and holds title in this way to 38,363 horses, 62,201 cattle, and thousands each of sheep and swine. The government is apparently quite well protected in its investment, as the return of a profit on the 200 failures sold out would indicate; and more than 40,000 out of a total of 338,000 returned soldiers are on the land who would probably otherwise be adding materially to Canada's present unemployment problem, which is acute.

"I give here a few examples copied at random from thousands of reports: The first, a story from Manitoba, I write as a verbatim quote from the report: 'Altho somewhat handicapped by the effects of wounds which he sustained during the war, A. Lagimodierre of Lorette, was settled by the board on 240 acres of land in August, 1919. The greater portion of this—170 acres—was tractor broken, but the settler put in his crops and harvested with horses. In spite of the fact that by reason of war scars he is forced to wear leg supports he is a great worker and has developed his holding in a remarkable way. He has a good herd of cattle and a complete outfit of machinery. Lagimodierre was a private in the First Divisional Ammuniton Column. He secured a loan of $7,030 from the board for the following purposes: Land purchase, $4,030; permanent improvements, $1,000; stock and equipment $2,000. He had 100 acres in wheat, but unfortunately his yield was poor, owing to the drought and other causes, and he harvested only 700 bushels. He had 400 bushels of barley, 280 bushels of flax and 300 tons of hay, besides which he had returns amounting to $650 from his nine cows and $240 from the sale of pigs. His total revenue for his first year was $3,890, which placed him in excellent position to meet his obligations and carry him over until next harvest.'

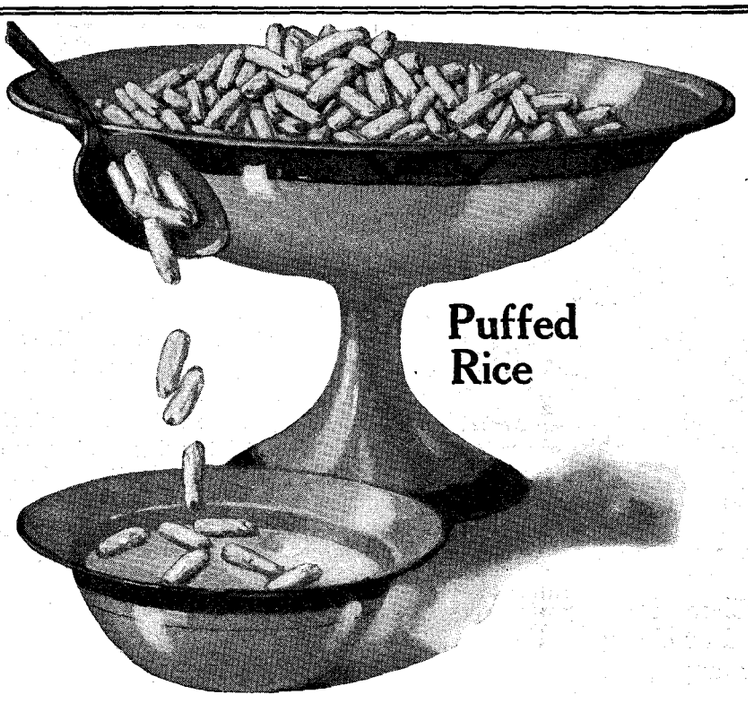
"The report neglects to state that Lagimodierre was one of the first men to enlist in 1914, he then being in his middle forties, and that he has a wife and family to support.

"Let us take the case of Capt. J. H. Times, of the prairie province of Saskatchewan. He borrowed $7,200 from the board and settled on 320 acres of improved land near Mortlach. In 1920 he seeded 200 acres and the value of the harvest he reaped was $3,400. He has 32 head of cattle.

"Then there is B. E. Fulton of the Calgary district in Alberta. Fulton was a sapper in the 89th Canadian Engineers. He borrowed $5,000 from the board and bought 150 acres. His first year sales amounted to $3,400, and he is doing fine, thank you!

"Here is the story of a man over sixty years old who fought in France and won first prize at a pumpkin show in British Columbia as a result. I quote from the report: 'A notably successful soldier-farmer in the Chilliwack District in British Columbia district is T. P. Wicks, who, although over sixty years of age, had a good war service and promises an exceptional career on the land. While in France he obtained some pumpkin seed from a poilu who had obtained them from Algeria while on service there. His pumpkins took first prize at the Chilliwack show this fall.'

"No doubt there are many ways of earning first prize at a pumpkin show, but for devious originality I cite the method used by Mr. Wicks!"



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Bubbles of rice—airy, flimsy, toasted grains, puffed to 8 times normal size. Prof. Anderson invented it. Every food cell in each grain is steam exploded.

The taste is like toasted nuts. The texture—like a snowflake—makes the airy grains enticing.

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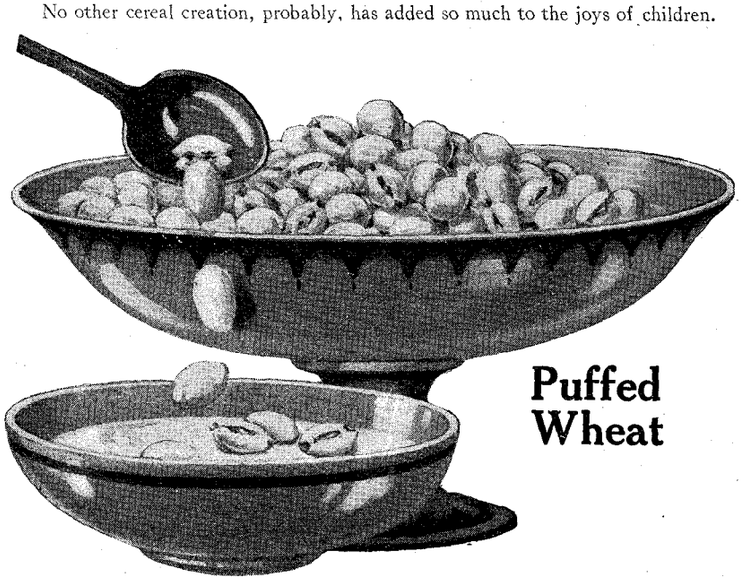
Then people blend it with their morning fruits. They crisp and douse with melted butter for hungry children after school. They use like puffed nut meats in candy, on ice cream and on desserts.

No other cereal creation, probably, has added so much to the joys of children.



The Wheat Dish

That greets millions now at night

Puffed Wheat in milk. Whole wheat grains toasted, then puffed to airy, flaky globules.

The grains are shot from guns. Over 100 million steam explosions are caused in every kernel. Thus every food cell is blasted for easy, complete digestion. Every atom of the whole grain feeds.

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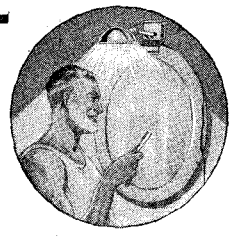

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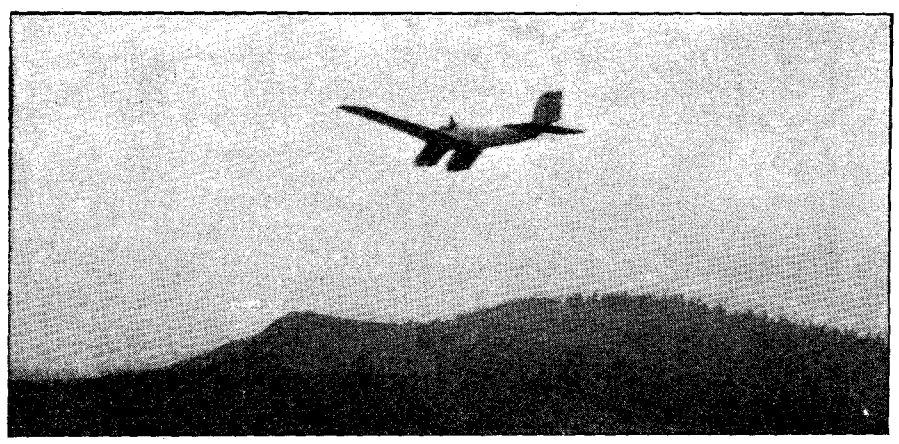
NEW SOARING RECORDS IN GERMANY

WITHOUT an engine, with only air currents and his own skill to assist his frail, bird-like "glider," a German flyer lately succeeded in remaining in the air thirteen minutes, circling, turning and balancing like a soaring bird. He covered some six miles between start and finish, and "altogether," says *Flight* of London, which reports the achievement, "this is one of the most interesting flights ever made by man and is, in a small way, indication of what, with a little practise, we may hope to do in the way of powerless flight." Another flyer, a few days later succeeded in remaining in the air fifteen minutes and forty seconds, traveling a total distance of more than four miles, and achieving the remarkable gliding ratio of one in thirty-two, which means that he traveled thirty-two feet for every foot he descended. Still another glider, on September 6, managed to stay in the air twenty-two minutes, unfortunately "finishing with a dive and a crash." These record-making achievements, which far surpass any results obtained by our own Wright Brothers in their experiments with motorless flying machines, were the direct result of a large competition for gliders, held in the hills in the Rhön district in Germany. The flights were not made in the competition, but the practise which the birdmen obtained while endeavoring to win the prizes helped them to gain the control of their delicately balanced machines necessary to make the later record. The soaring competition itself was largely the result of the prohibition imposed by the Allies upon Germany against building power-driven airplanes. If Germany wished to make full scale experiments, this was the only way in which she could do it, the writer in *Flight* observes. He goes on:

That German experimentalists are fully alive to the possibilities of full-scale experiments of this nature is proved by the fact that no less than 45 machines were entered for the Soaring and Gliding Competition which has just been held in the hills of the Rhön district. Organized by the *Südwestgruppe des Deutschen Luftfahrer-Verbandes*, and the *Verband Deutscher Modell-und-Gleitflug-Vereine*, and under the patronage of no less an institution than the *Wissenschaftliche Gesellschaft für Luftfahrt*, the response has been extraordinary. Contrary to expectations, most of the machines entered turned up at Rhön, and a few late comers swelled the list still further.

The competition was divided into five different categories under the following heads: (1) Great Rhön Soaring Prize (30,000 Mks.) for the greatest duration, a minimum of five minutes being stipulated, and the machine not to alight at a point more than 50 meters (148 ft.) below the starting point; (2) Greatest total duration of flight obtained by any one machine piloted by the same pilot on each occasion, each flight in order to count for this prize having to be of at least 15 seconds' duration (1st Prize 5,000 Mks., 2nd 3,000 Mks. and 3rd 2,000 Mks.); (3) Smallest mean loss of height during a complete flight, each to be of at least one minute duration (1st Prize 5,000 Mks., 2nd 3,000 Mks. and 3rd 2,000 Mks.); (4) Greatest distance flown (Prize amounts same as previous); (5) Prizes to be distributed at discretion of the judges; 25,000 Mks.

There were several instances of machines reaching heights considerably above their starting point. Thus Klemperer, on the Aachen monoplane shown in the accompanying photograph, made a very long flight (after the close of the competition) during which he reached a height estimated as being at least 300 feet above his starting point. This extraordinary flight lasted for just over 13 minutes, and the approximate flight path is shown in the accompanying sketch map, which we reproduce by courtesy of *Flugsport*. It will be seen that he described figures-of-eight, did sharp turns, and generally behaved more as if upon a



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SOARING THROUGH THE SKY WITH NO ENGINE

The Klemperer-Aachen monoplane glider, here shown in flight on an even keel, is able to soar by taking advantage of air currents. It lately traveled a distance of more than six miles, rising, at one point, several hundred feet above the starting ground.

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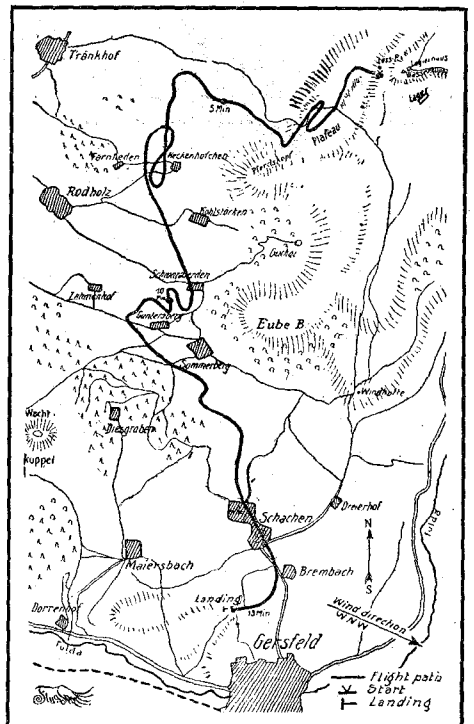
MOTORING AND AVIATION
Continued

power-driven aeroplane than using a glider. His highest altitude was reached about six minutes after the start. Another thing which this map brings out very clearly is the manner in which Klemperer followed the valleys and took advantage of the gusts, up-currents, etc., which were caused by the nature of the country. It will be noticed that during the first part of the flight, when he had the wind against him, he made relatively small headway, altho attaining a good height. Then, as he turned across the wind, he gained speed,



PATH OF THE MOTORLESS MONOPLANE

The Aachen glider's flight, as shown by this diagram, included turns and twists suggesting the flight of a power-driven machine. The start of the flight was against the wind, but the greater part of the record distance was made by flying across the air currents.

and the last half or so of the flight, which was down wind more or less, was covered in three minutes.

The manner of starting the gliders is described from the report of Handley-Page, one of the most prominent British aeroplane manufacturers, who paid a visit to the Rhön district during the competition. Two men, we are told, are posted at the wing tips of the machine—

Two others hold a long rope passing over notches in the undercarriage or some other suitable part of the machine. This long rope has incorporated in it long pieces of rubber shock absorbers. Before the start these two men walk forward and somewhat outwards, as far as the rope and rubber cords will allow. Then on the word "go" from the pilot the two men holding the wing tips let go and the two on the rope start running forward down the hill. In this manner a form of catapult is formed which accelerates the machine very quickly, and in a few yards it is up to flying speed and in the air, when, as it passes the two men attending to the rope, this falls out

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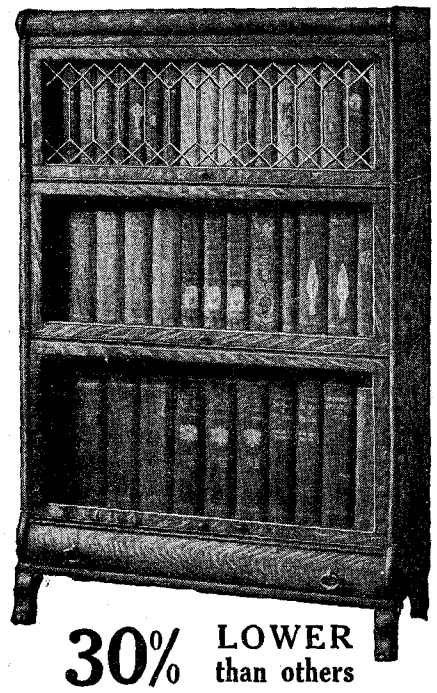

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of the notches and is left behind. Owing to the light wing loading (according to Mr. Handley Page the average is somewhere about 1½ lb. per sq. ft.) the machines get off very quickly into the wind, and then comes the glide during which a skilful pilot takes advantage of every gust to keep the machine up or even to rise slightly. The method appears to be that the pilot, when a gust strikes the machine, elevates as much as he thinks the machine will stand, and then, when the gust is dying down, he flattens out and continues the glide.

As regards the competition itself, the writer goes on:

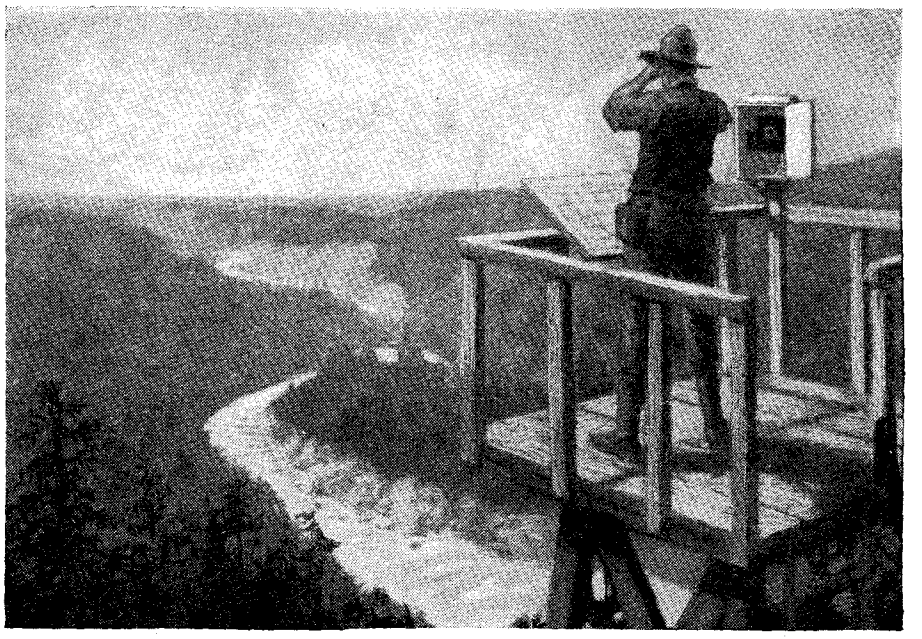
Many scores of flights were made, and there is only one serious accident to report. This happened to Willy Leusch, on the 'Weltensegler.' At the moment of writing we are not quite clear what happened, but it appears that, after an excellent start, and after having been in the air for slightly over a minute, the machine was seen to swerve to the right and it then got into a nose dive and crashed, the pilot dying from his injuries later. Apart from this regrettable mishap the competition was without serious accidents, although minor breakages were frequent enough, as was to be expected from machines so lightly built as these gliders must necessarily be.

The prizes in Class (1) (Great Rhön Soaring Prize) were not awarded.

The greatest total duration of flight obtained was that of Pelzner, who made no less than 62 flights, of which 57 were on the Pelzner biplane and the other 5 on the North-Bavarian Aviation Society (No. 40) biplane. Pelzner's aggregate on the two machines amounted to about 36 mins. 40 secs. and won for him the 1st prize of 5,000 Mks. in Class (2). Second prize in this class was won by Koller on the Bavarian Aero Club of Munich's monoplane machine. Koller's total time was 31 mins. 36 secs., but this total was obtained in 25 flights, so that on an average Koller's flights must have been close on twice the duration of Pelzner's. The longest of them was of slightly over five minutes' duration, and the distance covered was 4,080 meters (a little over 2½ miles). In this flight Koller made a complete circuit of 360 degrees. Third prize was awarded to Klemperer on the Aachen monoplanes for a total of 15 flights with a duration of 32 mins. 25 secs.

In Class (3) a slight rearrangement of the prizes was made, first and second being made up to an equal amount of 4,000 Mks. each, and third prize 2,000 Mks. First and second were awarded to Koller and Klemperer respectively it being thought that their performances were both of equal merit. Third prize was given to Martens for his performance on the Hannover monoplane.

In Class (4) (greatest distance) first price was won by Koller on the Munich Monoplane, second prize by Martens on the Hannover, and third prize by Klemperer on the Aachen. In this connection it should be pointed out that Klemperer's marvelous flight shown in the accompanying sketch map was made after the close of the competition and therefore does not count for the prizes. It would appear that in order to get the best possible results during the competition, the pilots should have an opportunity of practising for a month or so beforehand so as to get experience. The very fact that some of the best performances were put up after the close of the competition proves this. It is, of course, natural that the personal element



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MOTORING AND AVIATION
Continued

enters into the equation to a very great extent, and, as suitable country is not to be found everywhere, the problem of previous practise is often a matter of difficulty. There is little doubt that next year, if the competition is repeated, as we trust it will be, very much better results will be obtained. It has been a matter of some disappointment that the Great Rhön Prize was not awarded, and the opinion seems to prevail in "Soaring Circles" that the rules should be modified, not necessarily in order to make the competition easier, but so as to make it more useful.

Very little information is available as regards the details of the competing machines. Generally speaking, however, the designs were sound, altho, as was inevitable in a competition of this nature, some freaks were to be found among them. The "Weltensegler," on which Leusch met his death had no tail of any description; its stability being attained by a pronounced sweep-back and control by means of movable wing tips. It would appear that possibly one of these gave way and that this was the cause of the accident. As our illustrations will show, those machines which did best in the competition were of fairly orthodox design, one of the most interesting being the Hannover, in which there is an ordinary rectangular section *fuselage* with a monoplane cantilever wing and orthodox tail planes. One of the features of this machine is the use of footballs in place of wheels with pneumatic tires. We understand from Mr. Handley Page that these were a great success, giving ample shock-absorbing and having less frictional resistance on the grass than the skids with which the majority of machines were provided.

The Munich monoplane on which Koller did such good work would appear to be the essence of simplicity. There are three necessary elements in a glider: the wing, the tail, and the pilot's seat. In the Munich these three are of the simplest possible form and are connected by a few struts giving perfect triangulation. A feature of this machine is that there is no elevator. The tail consists of a fixt tail plane and a rudder. The wings have their entire trailing edge hinged, a side-to-side movement of the control stick giving a differential movement to the two halves of the trailing edge for *aileron* control, while a fore and aft movement pulls down or elevates the entire trailing edge, thus causing it to perform the function of an elevator. The system appears to have worked well and altogether this glider is very taking in its almost crudely elementary simplicity.

The Aachen monoplanes on which Klemperer did his excellent work are well shown in our photographs, and are similar to the machine which did so well in last year's competition. Some refinements have been incorporated, notably as regards the placing of the pilot. This year's models retain the "trousered" undercarriage which characterized the previous machine and the curved skids appear to have worked well. The problem of skids of suitable shape is less simple than one would imagine, and on this subject we may have something to say later. For the present we must confine ourselves to congratulating the Rhön competitors on their achievement and expressing the hope that next year even better results may be obtained.

"WESTWARD HO!"—IN A CONTINENT-CROSSING CAR

WE need not worry too much because the work of the explorer and pioneer is nearly finished, argues one motor enthusiast, so long as it is possible to hold the wheel of a car and follow the highways into some of the less known parts of the continent. "For each of us there is a little private job of exploring left to do," writes this modern pioneer, Cornelius Vanderbilt, Jr., in *Motor* (New York), "and the motor car made this individualistic pioneering not only possible, but pleasant. Surely no man can have a desire more laudable than that of exploring and learning to know his own land. And in a far-flung country such as ours, intimate contact with distant sections is the only way in which the individual citizen can acquire a real understanding of his own land and people, and so can develop the reasoned patriotism that is essential to our consistent national development." Fired with such thoughts, Mr. Vanderbilt writes:

The early days of May, 1921, found us wending our motored way across the vast spaces which combine to make this dry but well-beloved United States. For years we had all longed to make such a trip, but never before had time and circumstances combined to make it possible.

We knew that transcontinental expresses make the overland trip in four and a half days, and that various stock cars have recently been crossing in five or six days. We had no desire to emulate these record-breaking exploits, but we did manage to complete the journey from New York to Seattle in one hundred and fifty-four hours, actual running time.

Altho we carried a tent for emergency use, we found good accommodations at practically every night stop. Almost always we were able to secure a room with bath, which latter is particularly acceptable on a trip of this kind. Twice during the long trek we had to put up at what the movies would have us believe is the typical Western hotel, comprising principally a barroom, still noisy in spite of the Eighteenth Amendment, and alcoves instead of real bedrooms. But these experiences only made us enjoy the more the conventional accommodations of the following nights.

On the whole the food that we secured was excellent, plain but cleanly served. One unhappy feature of the fare was a woful paucity of green vegetables, especially in the Far West. Figures I know are seldom palatable literary fare, but let me add that the daily average for room and three square meals was *four dollars and forty-seven cents* apiece.

Indeed the hotel keepers of the West are too thoroughly "sold" on the value of motor tourist traffic, to risk driving it away by overcharging. In one wide-awake community in North Dakota we were informed that 24,250 cars had passed through there last summer. Almost every city, town or hamlet in the Far West is now providing a camping ground, where motor tourists may find harbor for the night, and such conveniences as are possible under the circumstances. And every night these municipal camping grounds are crowded with all makes and manners of motor conveyances, tenanted by as motley an assemblage of human voyagers on the highway as it would be possible to find anywhere, not

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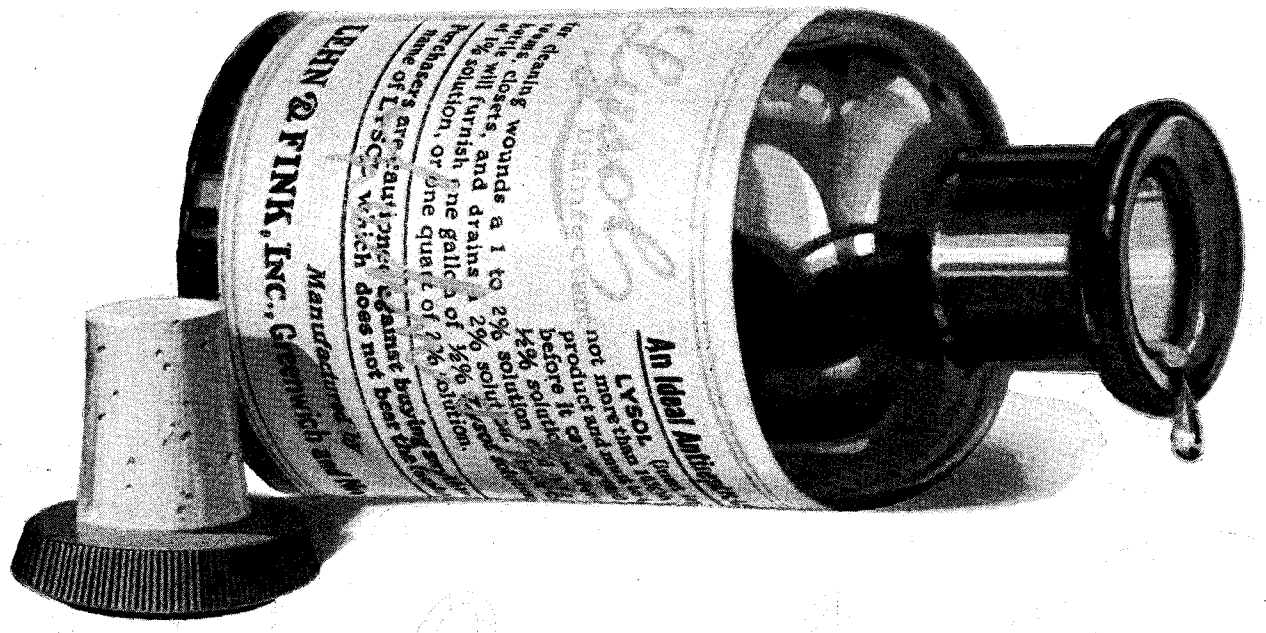

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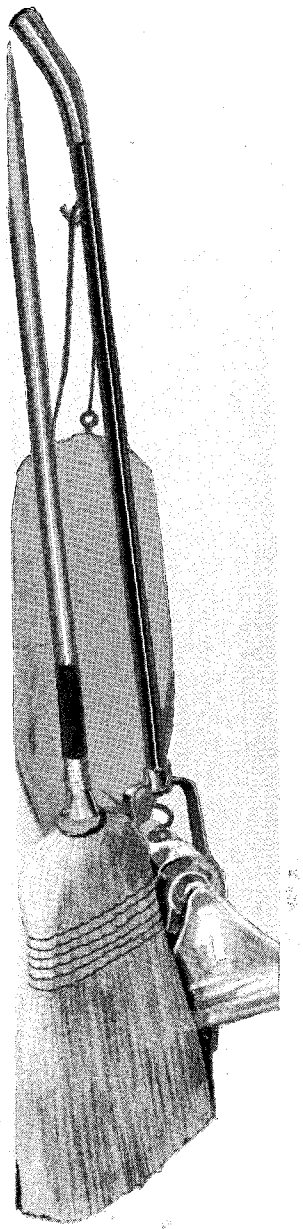

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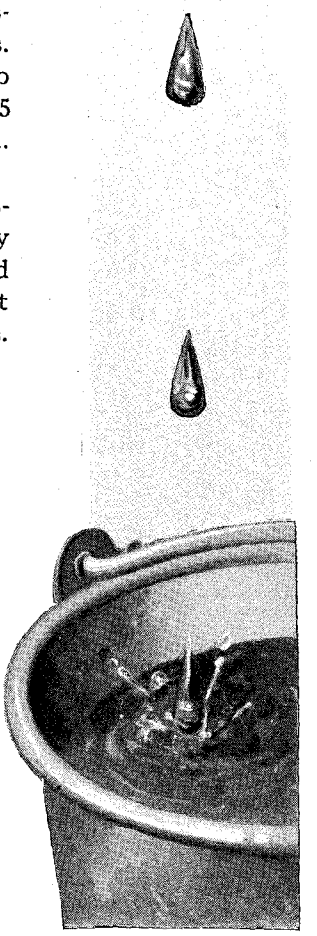

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MOTORING AND AVIATION
Continued

excluding representatives of the black and yellow races.

"It was our nightly custom to go down to the motor camping-grounds and chat with the curious types that the chances of the open road had brought thither for a brief breathing spell. It gave us local color in large and assorted masses, and occasionally we stumbled on a good story. I remember one such in particular.

"We were resting, after a particularly hard night spent in fighting the mud of bottomless Montana roads, at a little hotel far up in the mountains. There was no village, but the hotel had set aside a tiny oasis, sheltered by towering cottonwoods, wherein the weary nomads of the highways could rest after their strenuous battles with the atrocious roads of the district. On this occasion there were some ten or twelve motor cars drawn up in this outdoor garage. One of them was a house on wheels, of which we had seen such numbers in the West that they no longer excited particular interest. The owner was a middle-aged man of obviously foreign origin. His traveling companion was also foreign in a sense, for he was a huge bull terrier, somewhere in whose tempestuous ancestry there had entered a dash of Russian wolfhound.

After a number of fruitless endeavors, says the writer, his party managed to engage the skipper of this menage in conversation. They learned that he was a titled Montenegrin, William R—— by name, an officer in the Czecho-Slovakian army, a nephew of the former King of Montenegro, and related to the Queen of Roumania. As for his other recommendation, writes Mr. Vanderbilt:

"He acknowledged that he was what we picturesquely term 'the black sheep of his family,' and that many years ago, when he was still a youngster, he had deserted kith and kin to follow Colonel Cody, better known as Buffalo Bill, to his ranch in Wyoming. To what must have been a natural aptitude, his life with Cody had added a lust for adventure that had carried him into almost every land under the sun and through a series of experiences that might give another Homer the material for a dozen epics.

"During his long life of adventuring Wilhelm had hunted in Africa, he had brought back blood-curdling stories from the Himalayas he had mushed in the Yukon and put in a year before the mast among the South Sea Islands. He knew intimately the most remote regions of Canada, and had been a member of an expedition up the Amazon. And now finally he has decided that the life of the open road, traveling where chance suggests or preference sends him, is the best life of all, and so he is a nomad of the highways in his ingeniously contrived motor bungalow.

"We spent an evening with 'Wild Bill,' going through his scrap-books, in which we saw signed letters from the crowned heads of Europe, from the nobility of Russia, from the potentates of Asia, and from the statesmen of the United States. Theodore Roosevelt wrote to him as 'Bill,' and his praise of the great American was never-ending.

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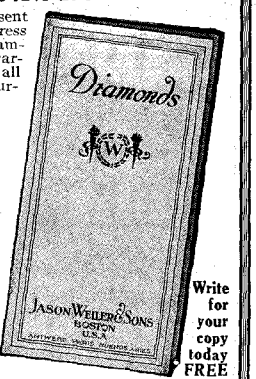

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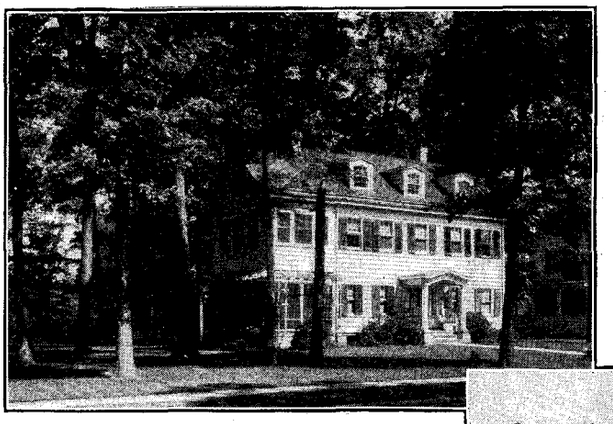
hills. We spent the day trying to land the wary trout, but Wild Bill did more than try and had a string of thirty-five beauties, almost before we had cast our lines. The exciting incident of the day occurred about dusk when a huge rattler coiled up behind the rear wheel of our car and commenced rattling menacingly at our little Spitz puppy. Wilhelm saw it and announced his intention of capturing the snake without using any weapon. First he drew its attention from the puppy to himself, and then began a chase between man and snake, the latter striking repeatedly but always a few feet short of its wily hunter. In and out of a corn field they ran, until the suspense became too much for one of our party, who skillfully planted a couple of bullets in the snake's body. This only seemed to anger it the more, but a moment later Wild Bill suddenly planted both his steel-shod heels on the reptile's head. Even with its head crushed, the snake still attempted to coil and strike. After the battle we measured the dead snake and found that it was four feet, two inches long and five inches thick."

Taking up the practical side of his trip, Mr. Vanderbilt gives his route as that of the National Parks Highway. From New York he drove along the Lincoln Highway to Maryland and thence through West Virginia, Pennsylvania, Ohio, Indiana, and Illinois. The roads were paved most of the way. Even after leaving Chicago, the party had no trouble until they reached the borders of Montana. North Dakota, home of the Nonpartizan League, was especially good, he writes:

"We made our best time in crossing the prairies from Fargo to Bismarck, where we bettered the express train's time by four minutes. The roads in practically all the northwestern section are hard-buttomed and good in rain or fair weather. Occasional showers in Minnesota convert the gumbo into something resembling a mass of half-melted glue, far worse than the clays of South Carolina and Georgia. We were fortunate in being able to stop every time that a heavy rain threatened, and in this way we carried West with us a pleasant enough memory of Minnesota's roads.

"From the moment we entered Montana our troubles began, and we did not shake off the hoodoo until we had passed the friendly portals of Washington. Our welcome to Montana took the form of a sand-storm followed by a cloudburst. We had just crossed the State line when we noticed a portentously black cloud on the horizon. Being warned of what this phenomenon meant, we put on all possible speed across the prairie and managed to reach the tiny village of Hysham just as the first grains of sand began to fly. Safe in the garage we watched the storm break, a blinding vortex of flying sand that cut like a whip, as it hurtled along on the wings of a sixty-mile gale. About an hour later came the rain. Rain, did I say? Not in the sense that we know it, for the water in this came down as if it were the overflow from a reservoir. Two hours after it started we could not cross the village street and finally after a couple of attempts to rush the torrent we were forced to put up for the night in a funny little rooming house.

"We got under way at four o'clock the next morning, but it was many days before we escaped from the dire effects of that torrential storm. Trees had been uprooted, houses blown over, cattle drowned, bridges were down, and the mighty Yellowstone had



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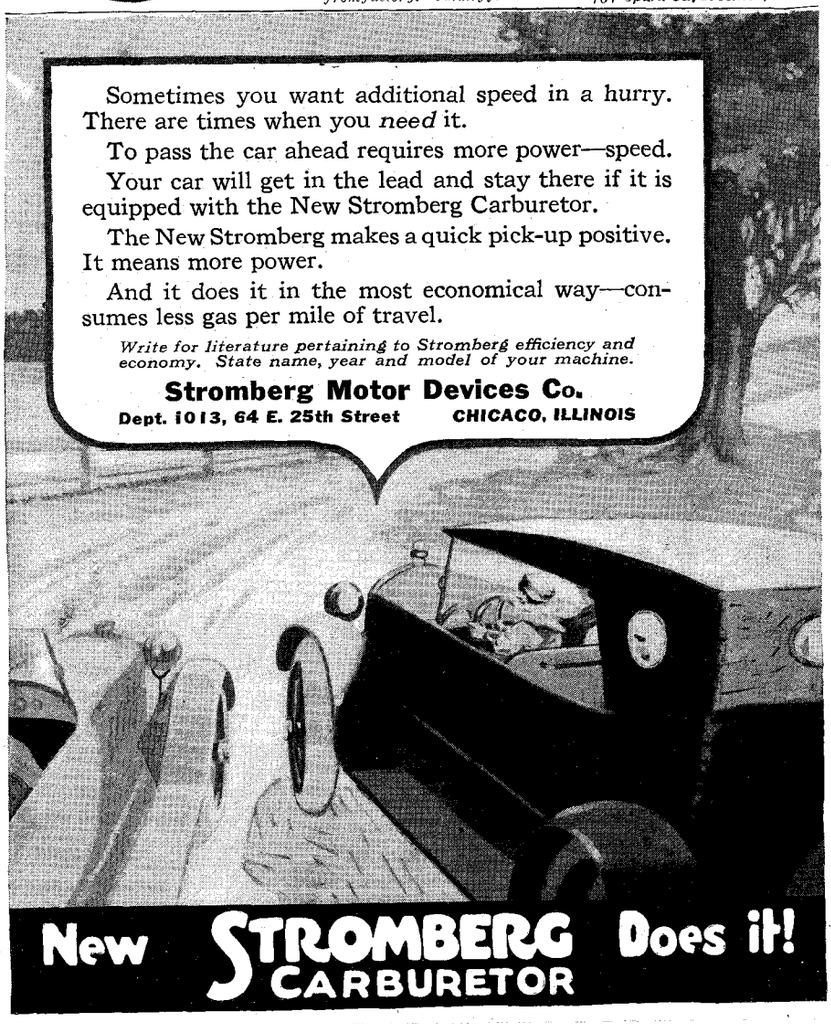

New STROMBERG CARBURETOR Does it!

MOTORING AND AVIATION

Continued

overflowed its banks, so that east and west traffic had been practically discontinued. We were obliged to spend one night in the car and escaped more serious trouble only because we proceeded with the utmost caution.

"Indeed the transcontinental trip is one vast reel of scenic delight and inspirational happening. Whether the tourist is on the prairies of the northwest or crossing the Continental Divide at an altitude of 7,000 feet or negotiating the tremendous heights of Snoqualmie Pass over the backbone of the Cascades, the whole journey is a lesson in Americanism, in reduction of ego, and finally in pride of being an insignificant member of the great nation that calls this marvelous country its homestead."

THE WANDERINGS AND LATTER ENDS OF SOME OLD CARS

WHAT becomes of all the old automobiles? The greater part of them pass through a variety of existences before they are "junked," the number of changes depending principally upon the excellence of their construction in the first place. Some of them have many of their parts transferred to brothers of the same make. Some, following the precedent established by the once popular carriage horses of the city streets, are put out to spend the remainder of their lives on isolated farms. Up in one corner of Springfield, Massachusetts, there is an automobile exchange which receives a good many of the worn-out cars of the vicinity, and it was there that a reporter for the Springfield *Republican* looked into the matter of the latter ends of some of them. "A large acreage is needed for the burying ground of these motor cars," he writes:

Their remains are generously distributed over every available space, leaving here and there a few alleyways over which the prospective customer or curiosity seeker may find his way. He is sure to stumble over innumerable pieces of iron, rods and crank shafts that pierce their way from beneath the piles or from under some mutilated chassis. But the owner of this field of iron assured one that he has cleaning days, like any other respectable housekeeper.

Once upon a time one of the most expensive limousines that could be built was presented, in all its shining newness, to the daughter of a wealthy man. For two seasons it was the haughty bearer of family, friends and relatives on missions that were happy, and sometimes a bit sorrowful.

One day a tire blew out; soon after another, which had been showing signs of wear, gave up the ghost, too, and announced that it just wouldn't run more than twenty miles more at the very greatest concession. The engine decided to display a few temperamental tricks hitherto unsuspected by the fair owner, and these unexpected happenings were more than her good nature could tolerate. A conference with "dad," some advice from the chauffeur, and certain pleasantries from a salesman, ended in the car being turned in for a younger and more up-to-date brother.

The second-hand man took only a few

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days to put the machine back into tip-top shape, and started out in search of another buyer. For some $4000 less than the original cost, the car became the property of a man whose money was a recent acquisition. In time the second owner acquired even more money and decided he must have the latest model of the make. So once again the machine found its way back to the service shop.

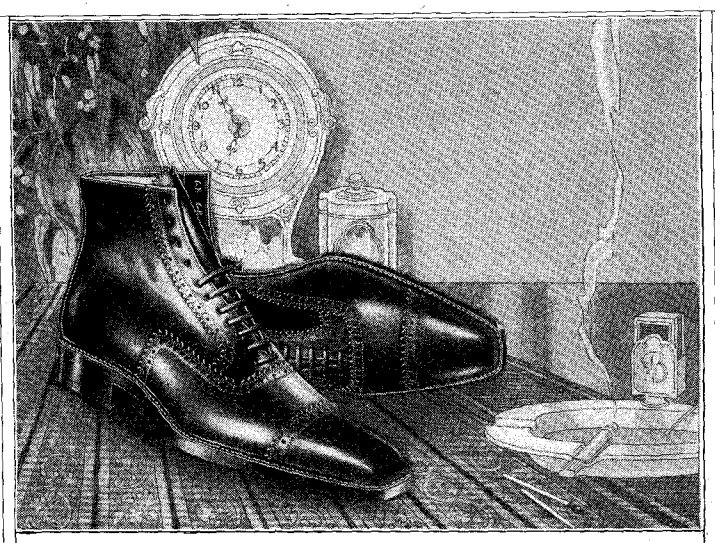
Here it stayed longer than on its first visit, eventually emerging from the paint and machine shop in satisfactory running condition. Its third owner proved to be a man comfortably well off, but not over-endowed with this world's goods. Three thousand dollars made the car his. His family of romping youngsters grew to love the big substantial machine, and practically lived in it. It never left the flower-trimmed driveway without its roomy seats literally overflowing with active children. It didn't take long for the upholstering to become threadbare, and constant washing and polishing could not efface the unmistakable signs of wear. Unquestionably the car was deteriorating in value, and reluctantly the genial third owner let it go.

Back in its old place in the garage, it became a patient waiter for another master. Weeks went by before the car, already repaired as neatly as possible, caught the wary eye of a large taxi-stand owner. It suited his need to a T and he bought it for $2,000. With a clicking meter to identify it with the trade, the car once more roamed in the outside world. But with what a difference! Now instead of bowling over smooth macadam roads, it was forced to rumble its way, always with all possible speed, over the checkered streets of a city. It ran off a profitable mileage for the taxi-man, before he relinquished it to another firm.

This smaller taxi company transported the machine to a large city where the paving was yet more uneven, and the cobbles far less securely placed. Under the none too careful driving, the machine gradually lost its prideful air, and when nearly every nut had been shaken loose, and the springs jumped at the slightest bump, it was once more relegated to the used-car shop. After a tedious siege in the repair department, it emerged a respectable shade, albeit a remnant, of its former self.

Along came a farmer who viewed the car with cunning eye, and decided to purchase it for a lesser price than a new machine, of the garden variety, would cost him. Back in the country the old machine gave of its fast failing best to the thrifty farmer and his family. Before many months had elapsed, the man used it less and less for pleasure riding, and made it earn its keep and fuel by hauling his vegetables and other produce into market. Eventually he and his mechanical son decided it would be an easy matter to transfer the big engine to a home-made truck body. This was speedily accomplished, and the bulky body was left alone by the side of a three-wheeled buggy, a discarded sleigh and broken-down farm implements.

It was not long before the domestic daughter of the house discovered that this shelter would make the finest kind of a playhouse. She, her sisters and the neighbors' children moved in with their dolls, cutlery, and house furnishings the very next day. And the truck? For two years it plied stolidly between farm and market, the engine protesting at first mildly, and gradually more emphatically, until, one day the farmer and his boy left it at the shack of an Italian laborer in exchange for a Jersey cow.



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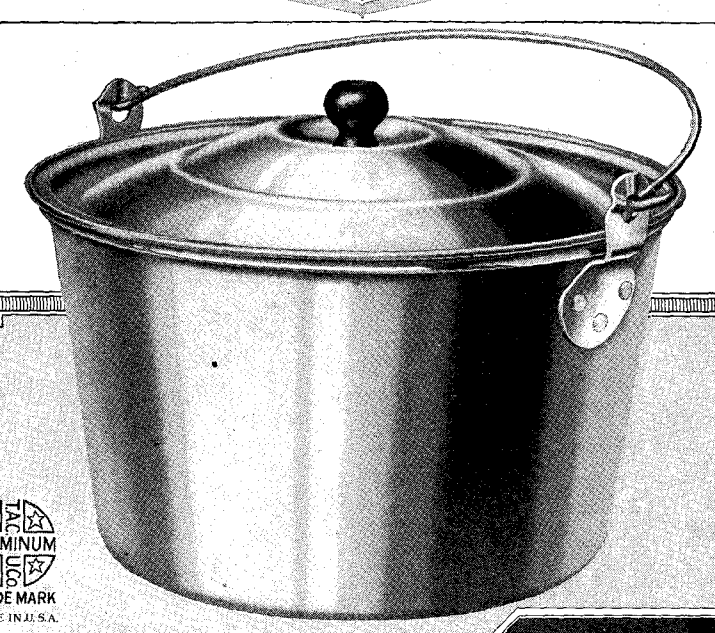

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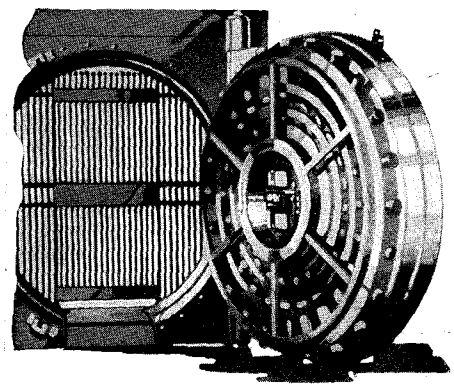

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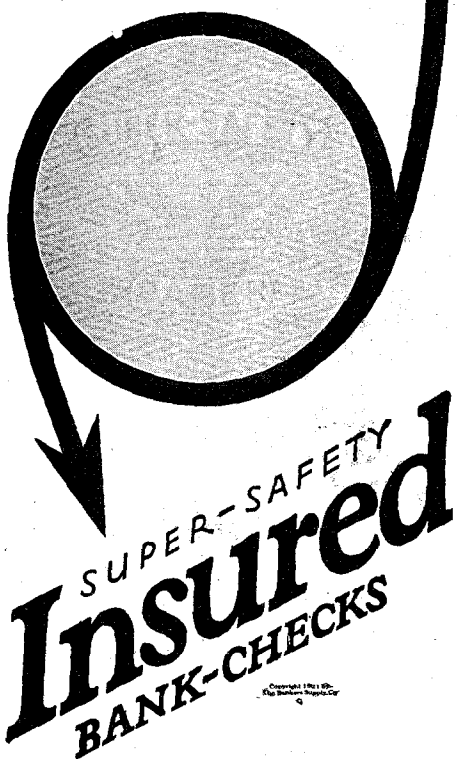

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"NO FINANCIAL MOSES NEED APPLY"

OVER and over again some one tells us that the times are crying vainly for a financial Moses to lead the nation out of the wilderness of present-day business difficulties, and the question is somewhat despairingly asked: "Where is the man big enough to take the late J. Pierpont Morgan's place?" To which a writer in *The Annalist* answers under the caption used above, that there is to-day no need for any such financial Moses and that "the development of such a figure would be absolutely contrary to the trend of the times, and entirely out of keeping with the present structure of business and finance in the United States." It is just as impossible, we are told, "for a new Morgan to arise under conditions existing in the United States to-day, as it would be for a snow man to thrive in Wall Street in August." In the old days, "with thirty thousand banks utterly unorganized" something like the Morgan leadership was necessary, "and it was in Wall Street that steps were always taken to 'save the situation.'" For, if the immense banks and other great organizations under the elder Morgan's direction "engaged in the same internecine strife as occurred among banks outside of the ring, and between different parts of the country, the nation would have seen even worse panics than it did see." "There might have been better leadership, but definite leadership of some sort was essential." But, we are reminded, there has been a change in the financial structure of the country. "Under national auspices, and under the leadership of a public body, more than 70 per cent. of the nation's total banking resources are now marshaled in a great federation which is absolutely clear of private domination, which contains no inner ring, and which leaves every member free to run its own affairs." More important than the use of the nation's gold reserve and the many forms of technical coordination through the Federal Reserve system, is, in the opinion of the writer we are quoting, "the way in which the present-day unified banking reports make clear to the eyes of all bankers the exact condition of the financial seas":

> In the dark ages a banker might know all about the position of his own institution, but there was a big element of guesswork as to what others were doing, particularly for those outside the Morgan empire. He might know that his own bank was in a sound position; that his credit was not overextended; that his reserves were ample; that his customers were meeting their obligations regularly, and that their business was justifying the amount of bank credit they were obtaining from him, but he could not gage accurately the position of banking as a whole. He could not watch carefully the expansion of credit in relation to business, and he could not take steps to cooperate with his fellow bankers to stop inflation. This blind condition has been succeeded by one in which, from week to week, the country's total banking position is made clear from the data issued by the Federal Reserve Board. Each week every banker can see how much gold reserve there is. Each week he can see how much total credit there is. Each week he can see the exact state of the currency. From week to week he can watch the expansion and contraction of credit and currency in keeping with the rise and fall of business, and, more than that, the means are placed in every individual banker's hands to play a part in expanding or contracting the currency in keeping with current business needs.
>
> The point of which is this, that this making clear of the facts and requirements of the situation for all bankers to see has largely superseded the need for individualized personal leadership. An observance of the plain dictates of banking prudence by all bankers is now possible, and universal obedience to these sound principles will give the banking system of the country the necessary unity of action such as could not be achieved under any conceivable individual leadership. In other words, each banker, as is the pilot of a boat, is furnished with an open and plain chart to steer by.
>
> Thus the need for individualized personal leadership has been eliminated and nowadays the bankers of the country "are each pilots of their own boats in accordance with their own reading of the chart and not in accordance with the dictation of some dominant super-pilot." While many of our bank presidents to-day are men of outstanding individual ability "there is none among them whose power in banking extends beyond the walls of his own bank. Their years of experience have taught them the requirements of sound banking; their years of authority have filled them with independence of spirit, and their years of responsibility have made them realize how essential it is to the welfare of the nation that banking as a whole be actuated by uniform principles of prudence and constructive business policies."
>
> And so, concludes the writer:
>
> It is a day of the leadership of principles rather than of an individual, which is more in keeping with the genius of America than was that type of financial leadership which was autocratic. No matter how beneficent dominant individual leadership might be, public antagonism against it would be inevitable.
>
> No financial Moseses need apply, because they are not needed. They need not apply because they are not wanted. They need not apply because we have a much better way of doing things.
>
> This new situation is good for the country, but it is bad for radicalism. It does not give soapbox oratory any great outstanding head to knock down.

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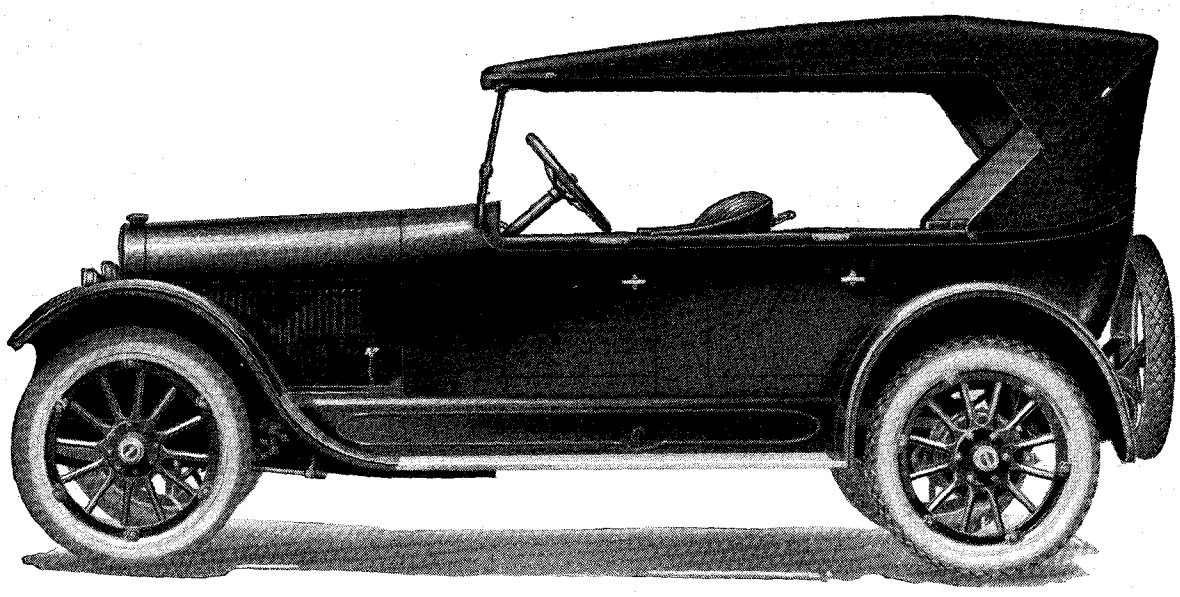

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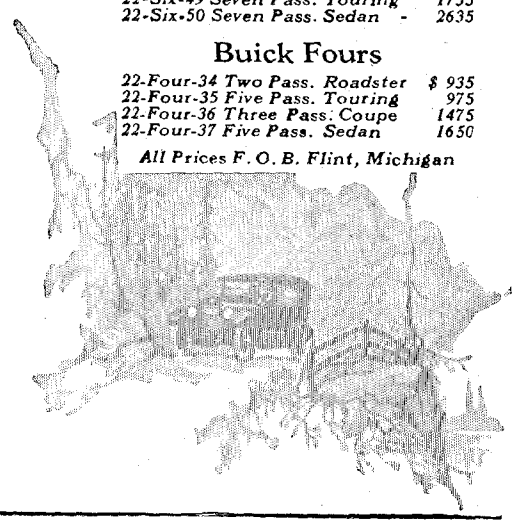

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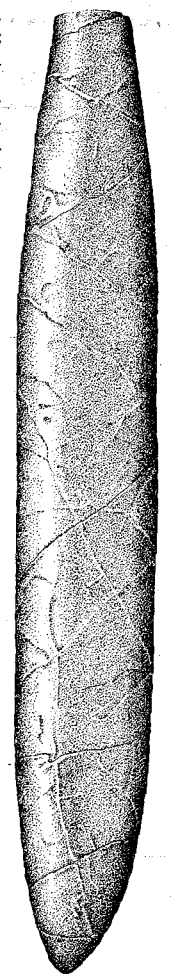

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INVESTMENTS AND FINANCE
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THE FIVE-IN-A-FAMILY FALLACY

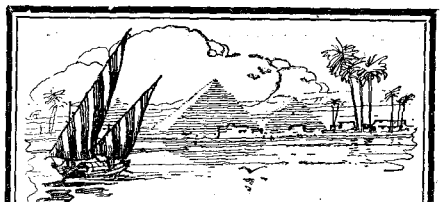
FOR years, the economists have been using the estimate of five persons in the average wage-earner's family—husband, wife, and three children under fourteen—in arriving at conclusions in regard to wages, budgets, and living costs. But under existing conditions it is a fallacy to use a family of five as a basis for determining a minimum or average wage, says the Philadelphia Chamber of Commerce's Committee on Industrial Relations. As reported in the New York *Tribune*, the committee holds that—

> The average person engaged in a gainful occupation in this country does not support a family of five, and those persons who have three or more children are, as a rule, only required for a limited period of their lives to support that number.
>
> It is impossible under existing conditions for all workers, skilled and unskilled, to receive a minimum annual pay equal to the living cost for a family of five.

According to estimates made for 1917, and adjusted to the population in 1920, it has been found, we read in *The Tribune*, that the average number of persons supported by one wage-earner is 2.46. With this in mind, the Philadelphia committee concludes that "each worker in the country need only earn an average of about three-fifths of the amount estimated as a minimum basis in order that every group of five may have the support called for on a basis of reasonable living standards." But this contention is questioned by the writer in *The Tribune* on the ground that the removal of two persons from a family of five does not reduce the expense by two-fifths. "Certain fixed charges remain the same, for the smaller family as for a larger one. This is obvious to any one familiar with overhead, either in business or household economy."

The real issue, we read, seems to be whether an attempt should be made to establish an ideal minimum wage, which industry might not be able to pay, "or whether those families having more than the average number of dependents must subsist on an adequate income." In the opinion of the Philadelphia committee, "a strict adherence to the family of five theory in wage decisions, if carried out extensively, would lead to general wage scales which industry as at present organized cannot afford to pay."

The committee is also impressed by the great variation in the different estimates of a proper worker's income, based on the family of five theory which has been established by the United States Bureau of Labor Statistics. For instance, the New York Factory Investigating Commission's 1914 figures, revised to May, 1920, the peak of the price rise, put the minimum at



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$1,764.25 against $876.43 in 1914. But the Philadelphia Municipal Bureau of Research put the minimum at $1,992.40 in May, 1920, while Professor Osburn's budget for the War Labor Board, similarly revised, is said to place the minimum at $2,329.14.

HOW UNLIMITED ARMAMENT LIMITS ALL OUR INCOMES

AS "a business man talking to business men" at a dinner in Philadelphia Mr. George W. Norris, Governor of the Federal Reserve Bank in that city, emphasized the financial necessity for disarmament. Before the war, he said, as reported in the New York *Evening Post*, "we congratulated ourselves that we were not as war-ridden Europe, overburdened with debt charges and obliged to give the time of our young men and the resources of taxpayers to great armies and navies." The Great War, however, "has not only added enormously to the burdens of the European nations, but has also radically altered our own position, and put us measurably on a par with them." According to Mr. Norris, "the combined pre-war expenditures of the United States, Great Britain, France and Italy for military purposes have been more than trebled, their debt charges have been increased nine-fold, and their total governmental expenditures are now about six and a half times what they were in the pre-war period." That is, he explained by pointing to a chart, the annual debt charges of these five Great Powers have risen from $497,000,000 before the war to $5,556,000,000 at the present time; their military expenditures from $1,321,000,000 to $4,092,000,000, and their total expenditures from $3,134,000,000 to $19,309,000,000. Mr. Norris then proceeds to show by the following tabulation just how these enormous expenditures for military purposes hit the average American, British, French, and Italian family:

GOVERNMENTAL EXPENDITURES PER FAMILY OF FIVE

Before War— *Total expenditures.*	*Debt expenditures.*	*Military expenditures.*	*All other expenditures.*
United States: $33.00	$1.15	$23.10	$8.75
Great Britain: $102.00	12.90	40.80	48.30
France: $122.80	31.75	44.20	46.85
Italy: 70.70	14.05	14.15	42.50
Average: $82 125	$14.96	$30.56	$36.60
After war— United States: $214.80	$43.25	$54.10	$117.45
Great Britain: $548.90	182.25	109.55	257.10
France: $633.30	238.80	131.60	262.90
Italy: $642.65	109.90	121.10	411.65
Average: $509.91	$143.55	$104.08	$262.27
Ratio of increase: (6.2)	(9.5)	(3.4)	(7.1)

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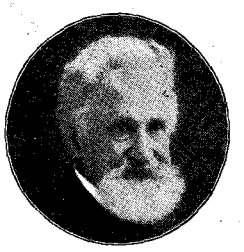

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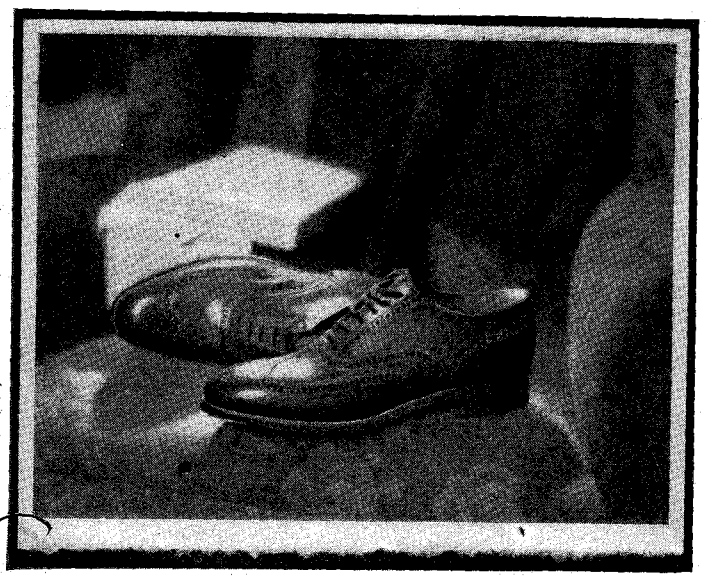

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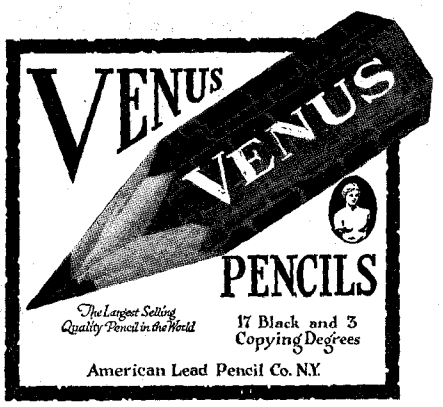

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INVESTMENTS AND FINANCE
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MEXICO'S ECONOMIC BALANCE SHEET

PRESIDENT OBREGON'S apparent intention to put his country on its feet in a business way lends interest to a recent survey of economic conditions and prospects in Mexico which appeared in a September issue of *Commerce Reports*. Omitting the general comment, we reprint as follows its brief summing up of conditions under five heads:

(1) A refunding of perhaps $75,000,000 of defaulted bonds, plus some $3,000,000 of accrued interest, a funding of foreign damage claims of at least $50,000,000, and a substantial increase of the net revenues of the Government, to provide service on all this, are essential for the near future. The currency system is dangerous in its rigidity, but steps are being taken to reform it.

(2) A practically complete new banking system has to be built, and it is hoped to insert in it desirable features of the American Reserve system.

(3) Under existing currency and banking systems the question of foreign exchange enters little into commercial questions.

(4) The normalization of prices is proceeding more slowly and more irregularly than in the United States. Local manufacturers are prosperous.

(5) Labor is much cheaper in Mexico than in the United States, but readjustment is yet taking place in most lines. Unemployment is serious. There remains danger of disaster from radical agitation, but it is diminishing.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, ETC.

Required by the Act of Congress of August 24, 1912, of "THE LITERARY DIGEST"

Published weekly at New York, N. Y.

For October 1, 1921

State of New York } ss.
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Wm. Neisel, who, having been duly sworn according to law, deposes and says that he is the Secretary of the Funk & Wagnalls Company, Publishers of THE LITERARY DIGEST, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption required by the Act of August 24, 1912, embodied in Section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are
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Editor, Wm. S. Woods, 354 4th Ave., N. Y. City.
Managing Editor, Wm. S. Woods, 354 4th Ave., New York City.
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WILLIAM NEISEL, Secretary of FUNK & WAGNALLS COMPANY, Publisher and Owner.

Sworn to and subscribed before me this 1st day of October, 1921.

[Seal] ROLLO CAMPBELL, Notary Public.

(My commission expires March 30, 1922.)

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CURRENT EVENTS

FOREIGN

September 28.—The Independent Socialist Party introduces in the Reichstag a bill providing that all property of former Emperor William and the former German princes shall be confiscated by the state, and that all officials holding monarchist views shall be dismissed without pension.

September 29.—Premier Lloyd George invites Eamon De Valera, Sinn Fein leader, to London on October 11, for a personal discussion to settle the Irish problem.

The British India Office states that the military authorities in Madras, India, take a serious view of the rebellion in the Malabar district, where the Moplaks are conducting guerrilla warfare.

The peace treaty between Germany and the United States is reported favorably to the Reichstag by the Foreign Affairs Committee.

The Assembly of the League of Nations adopts a resolution requesting the delegates to solicit from their respective governments authority to sign the conventions for the repression of the white slave traffic.

Premier Ponikowski, of Poland, has telegraphed Premier Lloyd George that the Polish Government will make every effort to follow a policy of peace and economic rehabilitation, according to a dispatch from London.

September 30.—The Austrian Government officially confirms reports that former Premier Friederich of Hungary has issued a proclamation establishing West Hungary as an independent monarchy.

Eamon De Valera accepts Premier Lloyd George's invitation to a peace conference in London on October 11.

Chancellor Wirth charges the German Nationalist Party with fomenting a conspiracy for the overthrow of the German Republic and warns them that the government is thoroughly prepared to crush such a move.

Representatives of wireless interests in Great Britain, France, Germany and the United States begin organizing in Paris an international wireless company for the control and development of the greater part of the world's radio facilities.

The Chinese Government sends an identic note to the American and Japanese Legations at Pekin declaring that agreements between the United States and Japan regarding the future status of the Island of Yap constitute a violation of China's sovereignty and the principle of national equality.

October 1.—The Committee on Disarmament of the Assembly of the League of Nations proposes that the Council of the League report to the various governments its appeal that appropriations for armaments in the next two years be limited to the amount of the expenses this year.

October 2.—The Mohammedan rebels in Melattur, India, are reported to be offering the Hindus the alternative of death or Islam.

General Pershing bestows the Congressional Medal of Honor on France's unknown poilu buried beneath the Arc de Triomphe.

The Village of Loscheim, near Malmedy, is restored to Germany by the frontier commission.

Former King William II. of Wurtemburg, who abdicated in November, 1918, dies in his seventy-fourth year.

October 3.—The Assembly of the League of Nations alters the rule requiring

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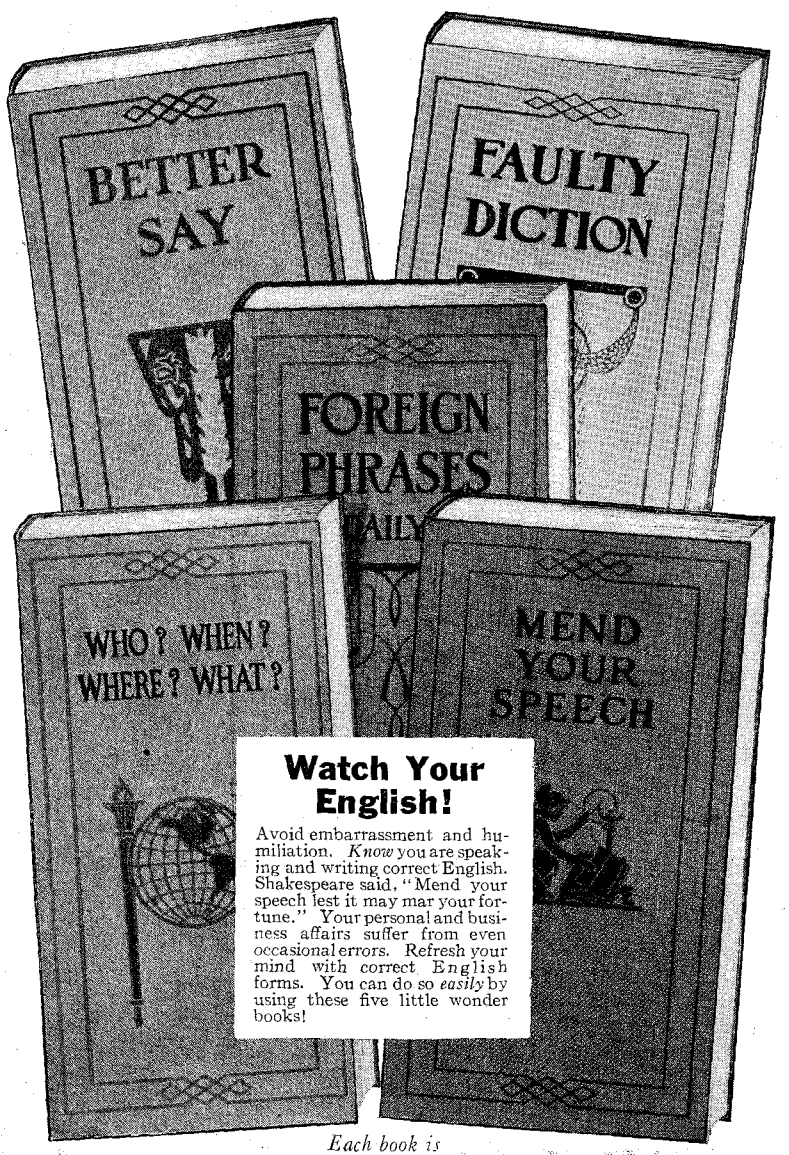
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Send me the five little wonder books—regular price $1.83. I will pay the postman $1.39 when he delivers the books to me, which is to be payment in full. If I am dissatisfied I may send them back to you within ten days, and you are to refund all the money I have paid.

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CURRENT EVENTS
Continued

unanimity for amendments by requiring only a three-fourths majority vote.

Spanish troops inflict heavy losses on Moorish tribesmen in an advance along a front of ten kilometers before Zeluan.

October 4.—Many police and unemployed are injured in what is said to have been the largest demonstration by unemployed known in London.

Hungary withdraws from Burgenland, or West Hungary, and the territory is formally taken over by Austria.

DOMESTIC

September 28.—The Interstate Commerce Commission reports a tentative plan for consolidation of all major American railroads into 19 systems. Hearings will be held to discuss the proposed consolidation.

Lieutenant John A. MacReady, United States Air Service, establishes a new world's record for altitude by climbing 40,800 feet above sea level, at Dayton, Ohio.

Twenty-two terra-cotta corporations are indicted under the Sherman Anti-Trust Law by a special Federal Grand Jury in New York.

September 29.—Senate Democrats adopt unanimously a resolution offered by Senator Harrison, of Mississippi, expressing the hope that the conference on the limitation of armament will succeed.

The convention of the United Mine Workers of America at Indianapolis votes disapproval of salary increases for approximately 60 per cent. of the union's officers.

The majority report of the Privileges and Elections Committee absolves Senator Newberry of the charges of having violated the corrupt practises act by undue expenditures.

The United States Shipping Board rejects the bid of the Ship Construction and Trading Company, Inc., of New York, for the Government's fleet of wooden ships. The bid was $2,100 for each ship.

September 30.—President Harding issues a proclamation asking the American people to honor their war dead on Armistice Day, November 11, by offering a two-minute silent prayer at noon, when the body of an unknown soldier killed in action will be buried in Arlington National Cemetery.

National officers of the American Legion in conference at Indianapolis announce that the 900,000 unemployed ex-service men will be cared for by the Legion.

October 2.—Figures obtained in Washington place the number of men in the active armies of the fourteen most important nations in the world at approximately 6,000,000.

October 3.—President Harding requests the Governors and Mayors throughout the country to organize in each community machinery for correction of economic conditions along lines worked out by the Washington unemployment conference.

Ex-President Taft takes the oath of office as Chief Justice of the Supreme Court of the United States.

October 4.—President Harding authorizes Secretary of State Hughes to invite Holland, Belgium and Portugal to discuss subjects affecting the Far East during the Washington disarmament conference.

Colonel Arthur Woods, former New York City Police Commissioner, is appointed by Secretary Hoover head of the emergency volunteer relief committees, organized by the national unemployment conference.

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"L. K.," Ft. D. A. Russell, Wyo.—"In speaking of time, 'A' says 'Ten minutes *of* twelve'; 'B' says 'Ten minutes *to* twelve.' 'A' insists that 'B' is wrong. Which is correct and why?"

"Ten minutes *to* twelve" is the only form that is heard in England, but general usage in America has sanctioned the idiomatic phrase " . . . *of* twelve."

"J. W.," Westmount, Can.—"Please give me the correct pronunciation of the word *impious*."

The correct pronunciation of the word *impious* is *im-pi-us*—first *i* as in *hit*, second *i* as in *habit*, *u* as in *but*. The pronunciation *im-pai'us*—*i* as in *hit*, *ai* as in *aisle*, *u* as in *but* is incorrect.

"M. B. H.," San Francisco, Cal.—"Is the following sentence grammatically correct: 'Mr. Anthony, he wanted them, Miss Keen, she wanted them and Mr. Brown, he wanted them'? One party says it is not correct, that the words 'he' and 'she' are superfluous. I say it is correct, the words being in apposition and used for emphasis. Please decide."

The pronoun of the *third person* is scarcely ever expressed if the noun is given. Such expressions as "The man *he* told me" are never used by correct writers or speakers. Therefore, your sentence should read, "Mr. Anthony wanted them, Miss Keen wanted them, and Mr. Brown wanted them."

"J. T.," Kingston, Jamaica.—"Which is correct, 'The public *are*,' or 'The Public *is*'; also 'The government *are*,' or 'The government *is*'?"

The words *public* and *government* are collective nouns. A collective noun, tho singular in form, may take a verb either in the singular or the plural number, according as it refers to the objects composing it as one aggregate or as separate individuals; as, "The audience *was* large"; "The audience *were* divided in opinion." Therefore, either *is* or *are* may be used with the words you cite, depending upon what is meant.

"S. W. S.," Syracuse, N. Y.—"Can you tell us or suggest where we can find out the letter which is most used in the alphabet; also the one least used?"

The letter *e*, the fifth in the alphabet, is the most frequently used in the English alphabet. The letter in the alphabet that is the least used is *z*. The following is a table of the relative proportions in which the various letters of the alphabet are used:

A	85	F	25	K	8	P	17	U	34		
B	16	G	17	L	40	Q	5	V	12		
C	30	H	64	M	30	R	62	W	20	Z	2
D	44	I	80	N	80	S	80	X	4		
E	120	J	4	O	80	T	90	Y	20		

"E. N.," Chicago, Ill.—"Please give me whatever information you can concerning the meaning and origin of the proper name *Nourse*."

The name *Nourse* is the same as *Nurse*, which is an Anglo-French-Latin name, from Middle English *norice*, *nurice*, Old French *norrice* (French *nourrice*), Latin *nutrix*, *-icis*, a nurse.

"J. E. B.," Warwick, N. Y.—"Kindly advise the names given the flotilla of three vessels of Columbus on his voyage of discovery, 1492."

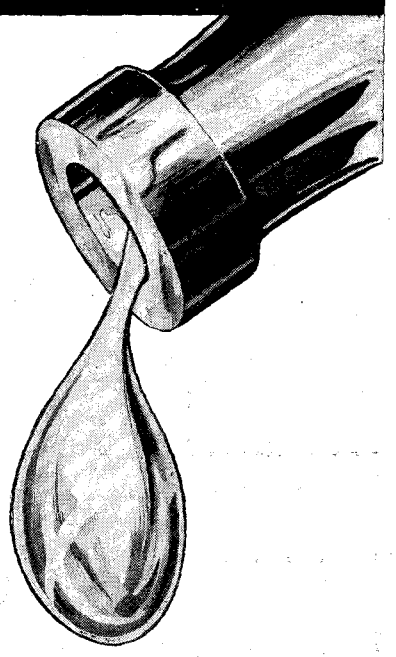
The names of the three vessels to which you refer were the *Santa Maria*, *Pinta* and *Nina*.

"S. M. P.," Cleveland, O.—The correct pronunciation of *Arkansas* is *ar'kan-so*—first *a* as in *art*, second *a* as in *final*, *o* as in *or*.

"M. B.," Bridgeport, Conn.—"Kindly tell me whether *is* or *are* should be used in the following sentence, 'As a large number of gears of your manufacture *is* or *are* used by our Company, it would be of assistance to me, etc.'"

When the word *number* is used to express a unit of some sort, it is singular; as, "The number of men *was* small." "The number of members *is* increasing." Used in the sense of *several*, it is plural; as, "A large number of men *speak* in favor of single tax." In the sentence cited *are* and not *is* should be used—"As a large number of gears of your manufacture *are* used by our Company, etc."

How Many Ways Do You Use 3-in-One?



This Drop of 3-in-One Oil Has 79 Uses

Use 3-in-One Oil to *lubricate* all light mechanisms—typewriters, sewing machines, phonograph motors, cash registers, adding machines and other bank and office mechanisms, guns, fishing rods, automatic tools, magnetos, Ford Commutators, bicycles, cream separators. Use

3-in-One Oil

to *clean and polish* all veneered and varnished surfaces—pianos, phonographs, fine furniture, office desks and filling cabinets, hardwood floors, automobile bodies, golf clubs. Use it to polish mirrors, cut glass, automobile windshields. Use it to make dustless dust-cloths and polish mops—very economical.

Use 3-in-One to *prevent rust and tarnish* from forming on all metal surfaces—bathroom fixtures, stoves and ranges, metal parts of automobiles. Use it to *stop the squeaking* of automobile springs, door hinges, locks and bolts. Use it on razors, safety and old-style—make shaving quicker and easier.

3-in-One is sold at all good stores in 1-oz., 3-oz. and 8-oz. bottles and 3-oz. Handy Oil Cans.

Use it!

FREE Liberal sample of 3-in-One Oil and Dictionary of Uses—both sent *free*. Write us a postal.

Three-in-One-Oil Co.
165 O. Broadway New York

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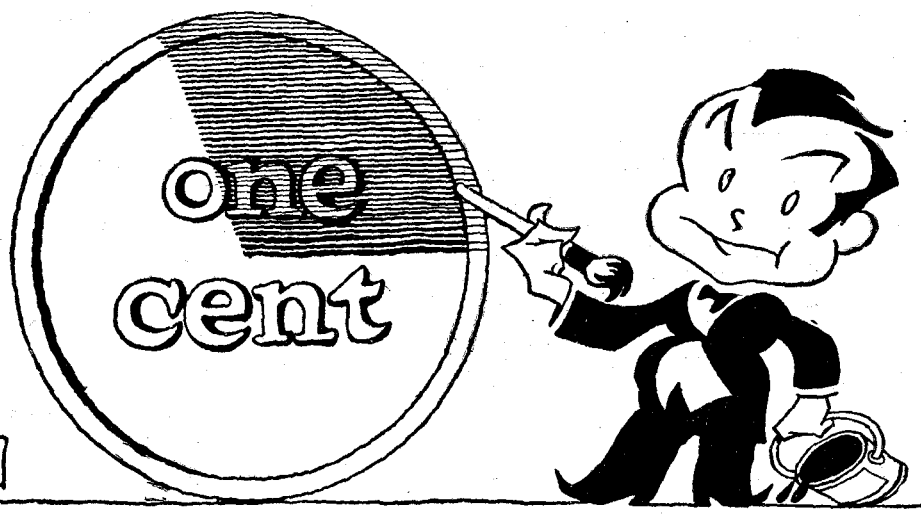

Making Sales at Lowest Cost

THE SHADED PART *of this penny represents what it costs the full page advertiser to get you to read this message.*
—the addressing and mailing and delivery into your hands; all for 3/10ths of a cent;
—$4,000 for a full page advertisement that is delivered to 1,300,000 families;
—if the advertiser mailed a postal card to 1,300,000 separate addresses it would cost 6½ times as much or about $26,000;
—circular matter under 1 cent postage cannot be manufactured for less than $25.00 per thousand;
—in proper letter form with a two cent stamp the postage alone is $26,000 and the finished job (at the lowest of prices) $45,500 or eleven times what this page costs the advertiser.

WHILE you are reading this, so hundreds this very minute are reading it, too. Ever think how many of these hundreds need what *you* make? How many of them *want* what you make?

Unless you tell them about what you make, their needs lie dormant, unexpressed. Or else they are met by some other making something like what you make,

but costing more than your potential customer feels he would like to pay, or being less carefully made than your product, too poorly constructed, to really meet your potential customer's needs.

The reason businesses like Ivory Soap and Palmolive and Dodge Bros. and Hart, Schaffner and Marx and The Literary Digest keep going up and up and up is because they tell the 111,000,000 more—and more often—about their product than other concerns in their same lines.

These concerns think in terms of fractions of a cent. They know there is no way to reach every one so quickly and at so low a cost as just sitting down and talking to people like this, through national advertising.

There is no mystery about it. It is just as natural as the way you develop friendships. Among your friends there are a lot of people you didn't like when you were sizing them up. And there are those other people—ex-friends—that you liked once, those who didn't measure up somehow.

Businesses that think well enough of themselves to try to win your friendship by talking to you this way, are not likely to disappoint you—at first or any time after.

Advertisers like those mentioned add to their reputation for making good goods and selling them right, the inestimable value of having millions of friends. The relation is positive, instead of nameless and negative. So the good advertising does lives after it.

The Literary Digest

354 FOURTH AVE., NEW YORK **122 SO. MICHIGAN AVE., CHICAGO**

Bankers, heads of industrial enterprises, lawyers whose clients discuss advertising with them are invited to send for a DIGEST *representative. We are frequently able to give good advice leading toward a proper solution of the possible application of advertising to business enterprises.*

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THE ▲ SPICE ▲ OF ▲ LIFE

And a Strong One, Too.—Cussing won't help the situation, perhaps; but what business needs is a good buy-word.—*Baltimore Sun.*

Keeping Her Cheerful.—" Do you think I can make her happy? "

" Well, she'll always have something to laugh at."—*London Opinion.*

His First Case.—ROOKIE SENTRY—" Halt, who's there? "

VOICE—" Private Stock, Company C."

ROOKIE SENTRY—" Advance, Private Stock, and be sampled."—*The American Legion Weekly.*

Something Doing.—FIRST SALESGIRL—" That man I just sold a five-pound box of candy to said it was for his wife."

SECOND DITTO—" Is he newly married?"

FIRST—" Either that or he's done something."—*Boston Transcript.*

Too Many Tooters.—MOTORIST (pulling up)—"What's the matter; didn't you hear me blow my horn? "

PEDESTRIAN—" Yes, but there's so much hay fever about, I didn't think it was an automobile."—*Boston Transcript.*

The Humanitarian.—" I use this horrible shriek horn on my automobile for humane reasons," explained Lieutenant Husted. " If I can paralyze a pedestrian with fear, he will stand still and I am less likely to run over him."—*The Arklight.*

Enough Is Enough.—SOLOIST SUNDAY MORNING—Mrs. N——— McE——— will sing at the First Congregational church Sunday morning the offertory solo, " A Thousand Ways," by Harkness. F——— W. W——— will be heard in the Mendelssohn aria, " It Is Enough."—From a news item in the *Tacoma Ledger.*

They Go Together.—" The rapidly increasing divorce rate," remarked the wit, " indicates that America is indeed becoming the land of the free."

" Yes," replied his prosaic friend, " but the continued marriage rate suggests that it is still the home of the brave."—*The American Legion Weekly.*

No Superficial Sorrow.—She was a rather elderly woman of dusky hue of the kind who looks upon all members of the white race in a friendly, confidential way. And she was arrayed in deepest mourning from head to foot. Also the look upon her face was entirely in keeping with her melancholy array. It certainly seemed that she was dressed up within the last inch of her mournful feelings. But such, alas! was not the case. For finally she halted before the counter she was seeking—the underwear counter. And this is the conversation that ensued:

" Honey," she addressed the young woman clerk, " is you got any black underwear? "

" No, auntie," replied the salesgirl, ' but I have some very nice white ones. Won't they do? "

" No, honey," replied the woman with just a touch of sorrow. " No, they don't do. When I mourns, I mourns clean down to de skin."—*El Paso Times.*

The Peaceful Life.—It has just about gotten so in this country that the cook quits when the family tires of canned goods.—*Dallas News.*

We All Need It.—General Wood's suggestion that the Filipinos be taught law and order ought not to be limited to the Filipinos.—*Syracuse Herald.*

More Evidence Needed.—BLACKSTONE—" What made the jury disagree in that prohibition case? "

WEBSTER—" There wasn't enough evidence to go round, so all except the first four jurors voted for a reasonable doubt."—*The American Legion Weekly.*

Unto the End.—" How's this? " asked the lawyer. " You've named six bankers in your will to be pallbearers. Of course, it's all right, but wouldn't you rather choose some friends with whom you are on better terms? "

" No, Judge, that's all right. Those fellows have carried me for so long they might as well finish the job."—*The American Legion Weekly.*

Delicate Revenge.—" You must have made a few enemies in your long political career? "

" More than a few," answered Senator Sorghum. " I have forgiven them all."

" That is magnanimous."

" Not especially. By forgiving them I call their attention to the fact that they never succeeded in injuring me enough to earn my abiding resentment."—*Washington Star.*

Stunning Retort.—When the woman motorist was called upon to stop, she asked, indignantly, "What do you want with me?"

" You were traveling at forty miles an hour," answered the police officer.

" Forty miles an hour? Why, I haven't been out an hour," said the woman.

" Go ahead," said the officer. " That's a new one to me."—*Exchange.*

The Literary Lid Is Off.—Some of our story writers are running riot with their similes. Here are a few we gathered in our late reading:

" Her lips quivered like a light auto."

" He edged nearer to her until he was almost as close as the air in the subway."

" But his mind, like her face, was made up."

" Her hair dropped on her pallid cheek like seaweed on a clam."

" He gazed anxiously at her face, the way a person in a taxi gazes at the face of the meter."—*Boston Transcript.*

Getting Acquainted.—A new foreman took charge of the shop this particular morning, and many of the men had not as yet met him. About the middle of the forenoon he was making a tour of the buildings to familiarize himself with the layout, when on passing a small enclosure he saw two workmen inside who were sitting down smoking. Before he had the opportunity to speak one of the men said: " Hello, what are you doing, stranger? "

" I'm Dodgen, the new foreman," was the reply.

" So are we, come in and have a smoke."—*Forbes Magazine* (N. Y.)

They try to have them called "buffet smokers"

At one end of every train that pulls out of a railroad station—sometimes at the front end, frequently at the rear end, sometimes at both ends—there are coaches called smoking-cars.

A train may start on its long or short journey without a diner, but seldom or never does one start without its smoker.

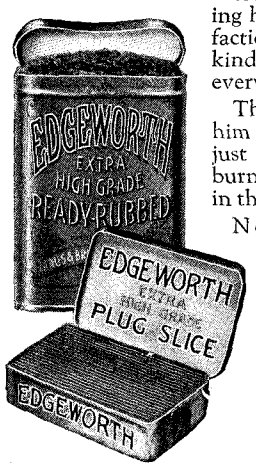
Of recent years the more comfortable smoking-cars on the swift limiteds have become known as club smokers.

Railroad officials called them, and still strive to have them called, buffet smokers.

The people keep right on calling them club smokers.

A good comfortable smoke is the sort of fuel that makes the best club spirit.

There is no surer mark of the good fellow than the pipe.



His smoke is handing him so much satisfaction that he feels kindly disposed toward everybody.

Things look good to him provided he has just the right tobacco burning cheerily away in the bowl of his pipe.

Now the right tobacco to one man may be distasteful to another. There *is* individual taste in tobacco just as there is in judging the beauty of woman. All a man can do is to find the tobacco that is the right tobacco for him.

The trouble is that most pipe-smokers are good-natured, tolerant chaps and some of them smoke a certain kind of tobacco because they don't know there is another that would suit them better.

Have *you* just the right tobacco? If not we suggest that you try Edgeworth. It *may* be just the tobacco you want. Merely send us your name and address together with that of the dealer filling your smoking needs and we will gladly send you generous samples of Edgeworth in both forms—Plug Slice and Ready-Rubbed.

Edgeworth Plug Slice is compressed into cakes, then cut into thin, moist slices. Take a slice and just rub it up for a moment between the hands. That gives you an average pipeload.

Edgeworth Ready-Rubbed has that rubbing up already done for you. You pour it straight from can to pipe. It packs well and it burns evenly all the way through from top to bottom.

Edgeworth is sold in various sizes, suited to the needs and means of all purchasers. Both Edgeworth Ready-Rubbed and Edgeworth Plug Slice come in small pocket-size packages, in attractive tin humidors and glass jars, and also in handy in-between quantities for customers wanting more than a small package, but not quite the humidor size.

For the free samples we should like to submit for your judgment, address Larus & Brother Co., 5 South 21st Street, Richmond, Va.

To Retail Tobacco Merchants—If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

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owners.

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